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PROJECTS RECOMMENDED FOR DEAUTHORIZATION
FIFTH ANNUAL REPORT

COMPLETED

COMMUNICATION

FROM

THE ASSISTANT SECRETARY OF THE ARMY
(CIVIL WORKS)

TRANSMITTING

THE FIFTH ANNUAL REPORT RECOMMENDING DEAUTHORIZATION OF
VARIOUS WATER RESOURCES PROJECTS, PURSUANT TO SECTION 12 OF
THE WATER RESOURCES DEVELOPMENT ACT OF 1974, AS AMENDED



AUGUST 21, 1980.—Referred to the Committee on Public Works and Transportation
and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1980

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LETTER OF TRANSMITTAL



DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY

WASHINGTON, D.C. 20310

REPLY TO
ATTENTION OF

AUG 14 1980

Honorable Thomas P. O'Neill, Jr.
Speaker of the House of Representatives
Washington, D. C. 20515

Dear Mr. Speaker:

I am transmitting a report of the Chief of Engineers, dated 24 June 1980, entitled "Projects Recommended for Deauthorization--5th Annual Report," pursuant to Section 12, Public Law 93-251, as amended. At the request of the Chief of Engineers, I have since withdrawn the Bayou Teche, Louisiana, project. Very recent changes in the project area require a reevaluation of the project before a sound recommendation can be made. I concur with the Chief of Engineers recommendation that the remaining 23 projects in this report should be deauthorized.

Sincerely,

A handwritten signature in dark ink, reading "Michael Blumenfeld", is positioned above the typed name.

Michael Blumenfeld
Assistant Secretary of the Army
(Civil Works)

1 Encl
As stated

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SECTION 12, PUBLIC LAW 93-251, AS AMENDED
(88 Statute 16)
WATER RESOURCES DEVELOPMENT ACT OF 1974

Project review,
List, submittal
to Congress.

Sec. 12. (a) As soon as practicable after the date of enactment of this section and at least once each year thereafter, the Secretary of the Army, acting through the Chief of Engineers, shall review and submit to Congress a list of those authorized projects for works of improvement of rivers and harbors and other waterways for navigation, beach erosion, flood control, and other purposes which have been authorized for a period of at least eight years without any Congressional appropriations within the last eight years and which he determines, after appropriate review, should no longer be authorized. Each project so listed shall be accompanied by the recommendation of the Chief of Engineers together with his reasons for such recommendation. Prior to the submission of such list to the Congress, the Secretary of the Army, acting through the Chief of Engineers, shall obtain the views of interested Federal departments, agencies, and instrumentalities, and of the Governor of each State wherein such project would be located, which views shall be furnished within sixty days after being requested by the Secretary and which shall accompany the list submitted to Congress. Prior to the submission of such list to Congress the Secretary of the Army, acting through the Chief of Engineers, shall notify each Senator in whose State, and each Member of the House of Representatives in whose district, a project (including any part thereof) on such list would be located.

(b) Such list shall be delivered to both Houses on the same day and to each House while it is in session. A project on such list shall not be authorized at the end of the first period of ninety calendar days of continuous session of Congress after the date such list is delivered to it unless between the date of delivery and the end of such ninety day period, either the Committee on Public Works of the House of Representatives or the Committee on Public Works of the Senate adopts a resolution stating that such project shall continue to be an authorized project. For the purposes of this section continuity of session is broken only by an adjournment of Congress sine die, and the days on which either House is

not in session, because of an adjournment of more than three days to a day certain are excluded in the computation of the ninety day period. The provisions of this section shall not apply to any project contained in a list of projects submitted to the Congress within ninety days preceding the date of adjournment sine die of any session of Congress.

(c) Nothing in this section shall be construed so as to preclude the Secretary from withdrawing any project or projects from such list at any time prior to the final day of the period provided for in subsection (b).

(d) This section shall not be applicable to any project which has been included in a resolution adopted pursuant to subsection (b).

(e) The Secretary of the Army, acting through the Chief of Engineers, shall, on request by resolution of the Committee on Public Works of the Senate or the Committee on Public Works of the House of Representatives, review authorized projects for inclusion in the list of projects provided for in subsection (a) of this section. If any project so reviewed is not included in any of the first three lists submitted to the Congress after the date of the resolution directing the review of the project, a report on the review together with the reasons for not recommending deauthorization, shall be submitted to the Committee on Public Works of the Senate and House of Representatives not later than the date of the third list submitted to Congress after the date of such resolution.

Report, sub
mittal to Con-
gressional
Committees.

**PROJECTS RECOMMENDED FOR DEAUTHORIZATION
5TH ANNUAL REPORT**

REPORT OF THE CHIEF OF ENGINEERS, DEPARTMENT OF THE ARMY



REPLY TO
ATTENTION OF:

**DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20314**

DAEN-CWP-A

24 June 1980

SUBJECT: Projects Recommended for Deauthorization--5th Annual Report

THE SECRETARY OF THE ARMY

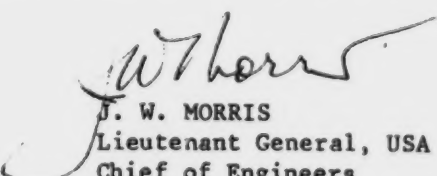
1. I am submitting my 5th Annual Report of projects recommended for deauthorization, pursuant to Section 12, Public Law 93-251, as amended. In this report, I recommend the deauthorization of 24 projects which have been authorized for at least eight years and for which no funds have been appropriated in the last eight years.

2. My recommendations are based on a review of 36 projects by field offices of the U. S. Army Corps of Engineers in FY 1979. Of these projects, 12 were considered worthy of continued authorization. The remaining 24 were recommended for deauthorization. As required by Section 12, I coordinated my proposed list of 24 projects with Governors of affected States and appropriate Federal department heads.

3. The governor's designated representative for the State of New York indicates that local interests have requested that deauthorization of Black Rock Channel and Tonawanda Harbor Project be deferred (see page 31). I have notified that office (letter on page 31a) that I am recommending deauthorization of the project because local interests were solicited to comment during the district engineer's review and did not object and because we have no subsequent expression that the local interests are prepared to undertake the requisite lowering of intake lines (see pages 61-63).

4. The governor's designated representative for the State of Pennsylvania did not support deauthorization of the Fall Brook Lake, Pennsylvania, project (see page 33). I have notified that office (letter on page 34) that I am recommending deauthorization of the project, and that the Susquehanna River Basin Commission was informed of our intent to recommend deauthorization of that project and chose not to comment.

1 Incl
As stated


J. W. MORRIS
Lieutenant General, USA
Chief of Engineers

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**List of 24 Projects
Recommended for
Deauthorization
under Section 12,
Public Law 93-251,
as Amended**

Part 1

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EXPLANATORY NOTES
TO THE LIST OF PROJECTS PROPOSED FOR DEAUTHORIZATION

1. Project Reference Number. A number used by the Corps of Engineers for internal bookkeeping.
2. Project Name. The name given a project when it was authorized by Congress.
3. Reason for Recommending Deauthorization. List contains a brief statement related to the criteria for recommending deauthorization published in the Federal Register (33 CFR 213); Project Information Sheets accompanying the list provide greater detail on the reasons for recommending deauthorization.
4. Deauthorization Code. A code used by the Chief of Engineers to explain the nature of the recommended deauthorization action:

Code A: The project recommended for deauthorization was last authorized by Congress prior to 31 December 1968, as indicated on the Project Information Sheet. The project has received no funds for Advance Engineering and Design or construction in the past 8 years. No portion of the project has been constructed since authorization. The recommended action would deauthorize the entire project, leaving no portion in an authorized but unconstructed status.

Code B: The project recommended for deauthorization was last authorized by Congress prior to 31 December 1968, as indicated on the Project Information Sheet. Portions of that project have been completed. Neither the completed nor the uncompleted portions of the project have received funding for Advance Engineering and Design or construction in the past 8 years. The recommended action would deauthorize all uncompleted portions of the project, leaving none in an authorized but unconstructed status. The deauthorization action would not affect Federal maintenance responsibilities for completed portions of the project if provided in the Authorization Act, or otherwise authorized by Congress.

Code C: The project recommended for deauthorization was last authorized by Congress prior to 31 December 1968, as an element of a project. This element has been administratively identified as a separate project by the Corps of Engineers and may be suitable for deauthorization under Section 12, Public Law 93-251, or other subsequent, specific Congressional action as a modification to the original project authorization. No other element of the project authorization, of which this element was a part, has received funding in the last 8 years. The recommended action will leave other elements of the project authorization in an authorized but unconstructed status. The recommended action would not affect Federal maintenance responsibilities for completed portions of the project if provided in the Authorization Act, or otherwise authorized by Congress.

Code D: Same as Code C except that two or more elements of an authorized project, which have been identified by the Corps of Engineers as separate projects, are being recommended for deauthorization.

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ARKANSAS

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
I-00230-F	Big Creek and L'Anguille River, White River Basin	Project no longer required and there is little or no prospect that the required local cooperation will be forthcoming.	A
I-00270-F	Clarendon to Laconia Circle, White River Basin	Project no longer required and there is little or no prospect that the required local cooperation will be forthcoming.	A

ILLINOIS

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
I-71176-F	Bonpas Creek	The project lacks local support.	A

LOUISIANA

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
I-22910-N	Bayou Grosse Tete, Louisiana, Mile 10.3 to Mile 29.0	Project lacks local support. The project lacks economic justification and it is apparent that a restudy would not develop an economically justified plan.	B
I-01150-N	Bayou Teche, Louisiana, Mile 50.06 to Mile 72.0	Project lacks local support. The project lacks economic justification and it is apparent that a restudy would not develop an economically justified plan.	B

NOTE: The Bayou Teche, Louisiana, project has been withdrawn from this report. See letter on page v.

NEBRASKA

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
D-01200-F	Beatrice LPP	Project no longer required and there is little of no prospect that the required local cooperation will be forthcoming.	A

NEW YORK

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
D-01660-N	Black Rock Channel & Tonawanda Harbor	Local interests concur with deauthorization	A
D-73533-F	Copes Corner Lake	Project lacks economic justification, and is opposed by local interests	A
D-73534-F	Davenport Center Lake	Project lacks economic justification, and is opposed by local interests	A
I-73535-F	Genegantslet Lake	Project lacks economic justification, and is opposed by local interests	A
I-73932-N	Oswego Harbor (West Outer Harbor)	Local interests concur with deauthorization	C
I-73935-N	Sackets Harbor	Local interests concur with deauthorization	A
D-73536-F	South Plymouth Lake	Project lacks economic justification, and is opposed by local interests	A
D-73537-F	West Oneonta Lake	Project lacks economic justification, and is opposed by local interests	A

OHIO

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
I-71015-F	Aberdeen LPP	Project lacks economic justification.	A
I-71392-F	Bellaire LPP	Project lacks economic justification	A
I-71135-F	Frazeysburg Lake	Project lacks economic justification.	A
I-09320-N	Lake Erie & Ohio <u>1</u> / River Canal (Nav)	Project lacks economic justification.	A
I-71031-F	Manchester LPP	Project lacks economic justification.	A
I-71035-F	Middleport LPP	Project lacks economic justification.	A
I-71137-F	Millersburg Lake	Project lacks economic justification.	A
I-71051-F	Zanesville LPP	Project lacks economic justification.	A

1/ Projects also included on Pennsylvania listing.

PENNSYLVANIA

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
D-73538-F	Fall Brook Lake	Project lacks economic justification.	B
I-09320-N	Lake Erie & Ohio <u>1</u> / River Canal (Nav)	Project may lack economic justification; has apparent unacceptable environmental impacts; is opposed by local interests and local cooperation would apparently not be provided.	B

1/ Project also included on Ohio listing.

WEST VIRGINIA

<u>Project Reference Number</u>	<u>Project Name</u>	<u>Reason for Recommending Project Deauthorization</u>	<u>Deauthori- zation Code</u>
I-71160-F	Poca Lake, W. VA	The project lacks economic justification, and it is apparent that a restudy would not develop an economically justified plan.	A

**Comments on
Chief of Engineers'
Proposed
List
of
Projects**

**List transmitted to Governors
of affected states and Federal
agencies for review and
comment on 30 November 1979**

Part 2

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COMMENTS OF THE DEPARTMENT OF AGRICULTURE

DEPARTMENT OF AGRICULTURE
Office of the Secretary
Washington, D.C. 20250

January 28, 1980

Lieutenant General J. W. Morris
Chief of Engineers
Office of the Chief of Engineers
Army Corps of Engineers
U.S. Department of the Army
Washington, D. C. 20314

Dear General Morris:

This is in response to Colonel Forrest T. Gray, III's letter dated November 30, 1979. The letter transmitted a list of authorized, but unconstructed, Corps of Engineers' projects which you proposed to recommend for deauthorization by Congress pursuant to Section 12 of the Water Resources Development Act of 1974, Public Law 93-251.

The U.S. Department of Agriculture has made a project-by-project review of the list you propose to recommend for deauthorization to the Congress and has no objection to your proposal.

We appreciate the opportunity to review this list.

Sincerely,

/s/ Bob Bergland
Secretary

COMMENTS OF THE DEPARTMENT OF COMMERCE

Note: Copy of letter from U.S. Department of Commerce

January 31, 1980

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D. C. 20314

RE: DAEN-CWP-A

Dear General Morris:

The Department of Commerce has reviewed the Report on the Deauthorization of Corps of Engineers' Projects and has no comment to make.

Thank you for the opportunity to review this Report.

Sincerely,

Berton J. Braley, Jr.
Acting Deputy Assistant Secretary
for Policy

CONTROL 23134S

COMMENTS OF THE DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Note: Copy of letter received from Department of Health, Education and Welfare

January 14, 1980

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D. C. 20314

Dear General Morris:

The Secretary has referred Colonel Forrest T. Gay's letter of November 30, 1979, concerning Department of the Army (DOA) deauthorization of Public Works Projects to this Office for response.

We have reviewed the projects proposed for deauthorization and concluded that the projects do not adversely impact HEW responsibilities for providing services to those cities, towns or communities impacted.

We appreciate the opportunity to review the projects from a perspective of human development, services delivery, and physical development needs responsive to HEW's mission.

If you have any further questions concerning this review, please contact Thomas A. Clary of this Office, 202/245-2170.

Sincerely,

R. D. Quinn, P.E.
Director
Office of Facilities Engineering

COMMENTS OF THE DEPARTMENT OF HOUSING, AND URBAN
DEVELOPMENT—REGION II

Note: Copy of letter from Region II, U.S. Department of Housing and Urban
Development

2 January 1980

J. W. Morris
Chief of Engineers
Department of Army
Washington, D. C. 20314

Dear Lt. General Morris:

Attention DAEN-CWP-A

This letter is in response to an inquiry from Colonel Forrest Gay concerning the deauthorization of unconstructed projects in New York State.

I have had the HUD Buffalo Area Office review the list of projects for potential impact on H.U. activities should your office determine that project deauthorization is appropriate. To the best of our knowledge there are no HUD - funded activities that would be adversely affected by the deauthorization of the subject eight projects. We would have no objection to the deauthorization.

Sincerely,

Thomas Appleby
Regional Administrator

**COMMENTS OF THE DEPARTMENT OF HOUSING, AND URBAN
DEVELOPMENT—REGION III**

Note: Copy of letter from Region III, U.S. Department of Housing and Urban Development

January 15, 1980

Lt. General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D. C. 20314

Dear General Morris

I am writing in response to a request by Colonel Forrest T. Gay, III for the views of this office relative to the proposed deauthorization of Poca Lake, W. VA. (Project Reference Number I-71160-F), Fall Brook Lake, Pennsylvania (Project Reference Number D-73538-F), and Lake Erie and Ohio River Canal (Nav) (Project Reference Number I-09320-N).

The only comment we have concerning the proposed deauthorization pertains to the Fall Brook Lake project. It appears that the proposed deauthorization decision is based to a great degree on the Susquehanna River Basin Study completed in 1970 which preceded subsequent downstream development. It is also unclear as to what studies the Corps may have carried out as a basis for the conclusion that, "Although development has occurred, there is no indication that it represents sufficient flood damage potential to make the project economically justified." Finally, it is noted that the Commonwealth has provided and is considering (emphasis added) additional flood control improvements for Fall Brook such that flood damage potential and, therefore, project benefits, would be further reduced. If additional improvements are still only under consideration, it seems premature to propose a deauthorization of the Fall Brook Lake project before the Commonwealth determines if such improvements will actually be constructed.

This office has no reason to categorically oppose deauthorization of Fall Brook Lake; however, it is felt that the decision to do so is, at this time, and on the basis of the material submitted to us, inadequately supported. If the Corps has not already done so, it should update its studies to demonstrate the lack of economic justification in more specific terms.

Thank you for this opportunity to comment.

Sincerely,

Thomas C. Maloney
Regional Administrator

**COMMENTS OF THE DEPARTMENT OF HOUSING, AND URBAN
DEVELOPMENT—REGION IV**

Note: Copy of letter from Region VI, U.S. Department of Housing and Urban Development.

January 21, 1980

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D. C. 20314

Dear General Morris:

Reference your letter of November 30, 1979, this is to inform you that I have no objections to the deauthorization of the following authorized but unfunded U. S. Army Corps of Engineers projects located within the jurisdictional area of the Fort Worth Regional Office of the Department of Housing and Urban Development:

Big Creek and L'Anguille River, White River Basin, Arkansas.

Clarendon to Laconia Circle, White River Basin, Arkansas.

Bayou Grosse Tete, Mile 10.3 to Mile 29.0, Louisiana.

Bayou Teche, Mile 50.06 to Mile 72.0, Louisiana.

Thomas J. Armstrong
Regional Administrator

COMMENTS OF THE DEVELOPMENT OF THE NAVY



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

IN REPLY REFER TO
Ser 445D/730190
14 January 1980

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D. C. 20314

Dear General Morris:

This is in response to your letter of 30 November 1979 to Secretary Hidalgo requesting that Navy review projects proposed for deauthorization pursuant to Section 12, PL 93-251. A review has been made and the Navy interposes no objection to the proposed deauthorizations.



J. T. TAYLOR
Rear Admiral, U.S. Navy
Director, Ship Activities
Planning and Programming
Division

Blind copy to:
SN #056621
CMR #437830

COMMENTS OF THE DEPARTMENT OF TRANSPORTATION

Note: Copy of letter from U.S. Coast Guard, answering for Department of Transportation, Signed by Captain Wiman.

27 December 1979

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D. C. 20314

Dear General Morris:

This is in reply to Colonel Gay's letter of 30 November 1979 addressed to Secretary Goldschmidt concerning this year's unconstructed projects deauthorization list.

The list of projects has been reviewed by the operating administrations and staff of the Department of Transportation. We have no comments to offer nor do we have any objections to the deauthorization of any of the projects so listed.

The opportunity to review your proposed deauthorization list is appreciated.

Sincerely,



COMMENTS OF THE ENVIRONMENTAL PROTECTION AGENCY

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

FEB 2 1980

OFFICE OF THE
ADMINISTRATOR

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, DC 20314

Dear General Morris:

Administrator Costle has asked me to provide the Environmental Protection Agency's views on the list of projects that you are considering recommending to the Secretary of the Army for Congressional deauthorization.

EPA has reviewed the list of projects and concurs with your proposed recommendations to the Secretary of the Army. In particular, we support your approach to recommend for deauthorization those projects that have not been funded for the last several years, that lack public support or cooperation, or that lack economic justification based on subsequent evaluation and study.

Thank you for the opportunity to comment on your deauthorization request. If I can be of any further assistance, please let me know.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "William N. Hedeman, Jr.", written over a horizontal line.

William N. Hedeman, Jr.

Director

Office of Environmental Review (A-104)

Enclosure -

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**GOVERNORS OF AFFECTED STATES
OR
THEIR DESIGNATED REPRESENTATIVES**

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COMMENTS OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
EXECUTIVE OFFICE OF THE GOVERNOR
BUREAU OF THE BUDGET
SPRINGFIELD 62708

January 29, 1980

Lt. General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D.C. 20314

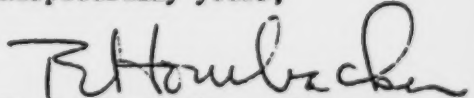
Dear Lt. General Morris:

RE: Deauthorization of Bonpas Creek Local Protection Project
SAI #79 12 07 71

The Illinois State Clearinghouse has reviewed the referenced subject pursuant to the National Environmental Policy Act of 1969, OMB Circular A-95, Revised and the administrative policy of the State. State agencies which are authorized to develop and enforce environmental standards have been given the opportunity to comment on this subject. There is general concurrence that the project should be deauthorized.

Thank you for your assistance.

Respectfully yours,


T. E. Hornbacker, Director
Illinois State Clearinghouse

TEH/li

COMMENTS OF THE STATE OF NEBRASKA

PROGRAMS:

SOIL & WATER CONSERVATION
WATERSHED PROTECTION
COMPREHENSIVE PLANNING
FLOOD PLAIN MANAGEMENT
DATA BANK
WATER QUALITY PLANNING
DEVELOPMENT FUND



STATE OF NEBRASKA

NATURAL RESOURCES COMMISSION

P. O. Box 94876
Lincoln, Nebraska 68509

Office Location:
Fourth Floor
301 Centennial Mall South

December 5, 1979

Mr. Randy Moody
Administrative Assistant
Governor's Office
State Capitol Building, Second Floor
Lincoln, NE 68509

Dear Randy:

IWCC has approved the deauthorization of the Beatrice local protection project. I am providing copies of the notice to the Civil Defense Agency and the Department of Water Resources. I have retained one for our files and am returning the original.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Dayle".

Dayle E. Williamson
Executive Secretary

DEW:cl
Enc.
cc: General Edward Binder
John Neuberger

COMMENTS OF THE STATE OF NEW YORK



ROBERT F. FLACKE
COMMISSIONER

STATE OF NEW YORK
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION
ALBANY, NEW YORK 12233

JAN 28 1980

Dear General Morris:

This is in reply to Colonel Gay's letter of November 30, 1979, concerning projects in New York being considered for deauthorization. This Department acts as the non-Federal cooperator for Corps of Engineers' flood protection projects. In this capacity, we concur with the recommendation to deauthorize the following projects in New York:

Copes Corners Lake
Davenport Center Lake
Geneganslet Lake
South Plymouth Lake
West Oneonta Lake

We also wish to advise you that the State of New York does not oppose deauthorization of the following navigation projects:

Oswego Harbor
Sackets Harbor

However, local interests have requested that deauthorization of the Black Rock Channel and Tonawanda Harbor Project be deferred pending their review in light of current conditions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Robert F. Flacke', with a stylized flourish at the end.

Robert F. Flacke

Lieutenant General J. W. Morris
Chief of Engineers
US Department of the Army
Office of Chief of Engineers
Forrestal Building
Washington, DC 20314

LETTER TO THE STATE OF NEW YORK



DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20314

REPLY TO
ATTENTION OF:

DAEN-CWP-A

24 June 1980

Robert F. Flacke
Commissioner,
Department of Environmental Conservation
Albany, New York 12233

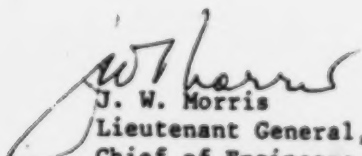
Dear Mr. Flacke:

I am writing to inform you that I am recommending in my annual report to the Congress that the Black Rock Channel and Tonawanda Harbor Project be deauthorized because: 1) Local interests were solicited to comment on the proposed deauthorization during the review conducted by our Buffalo District Engineer in 1979 and did not object; and 2) Since that time, we have not received expressions from local interests that the requisite lowering of intake lines would be accomplished.

If the Secretary of the Army concurs in my recommendations, the ultimate decision on whether the project will be deauthorized will rest with the Congress. I have inclosed a copy of the applicable portion of the governing legislation, so that you may better understand how the report will be handled by the Congress.

Sincerely,

1 Incl
As stated


J. W. Morris
Lieutenant General, USA
Chief of Engineers

COMMENTS TO THE STATE OF OHIO



Ohio Department of Natural Resources

Franklin Square • Columbus, Ohio 43224 • (614) 466-3770

December 6, 1979

Lt. General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D.C. 20314

Dear General Morris:

A letter from Colonel Gay dated 30 November 1979 requests our views on possible deauthorization of authorized but apparently infeasible projects for flood control or navigation at Aberdeen, Bellaire, Frazzysburg, Lake Erie - Ohio River Canal, Manchester, Middleport, Millersburg, and Zanesville.

This is to confirm that we have no objection to deauthorization of the above projects. As noted in your Project Information Sheets, we have previously reviewed each proposed project individually. It is noted that although the proposed projects proved to be infeasible, the local problems generally continue to exist.

Sincerely,

ROBERT W. TEATER
Director

RHT:ck

bcc: Bob Lucas
Roy Winkle

COMMENTS TO THE STATE OF PENNSYLVANIA

Note: Copy of letter from Pennsylvania Department of Environmental Resources.

January 8, 1980

Lt. Gen. J. W. Morris
Chief of Engineers
Department of the Army

Dear General Morris:

Reference is made to the letter of November 30, 1979, from Colonel Forrest T. Gay, III, requesting our views on projects in Pennsylvania listed for deauthorization as a result of the Corps' fifth annual review, pursuant to Section 12, Public Law 93-251.

We concur with much of the information provided by the Corps on the status of the Fall Brook Lake Project. Regarding the City of Carbondale's opposition to the deauthorization, however, we have no information in this office to indicate that the Corps has sufficiently investigated the flood damage potential which now exists because of the substantial development downstream in recent years. Since there has been no recent study to verify the Corps' position, we feel that the City of Carbondale is justified in opposing deauthorization.

We are concerned also in that there are no references to the position of the Susquehanna River Basin Commission in whose area of responsibility this project is located. We believe that the Commission's views are important and should be included in the deauthorization review.

With regard to the Lake Erie and Ohio River Canal, we recommend deauthorization of this project.

Your courtesy in keeping me informed on this matter is very much appreciated. If you have any questions, please contact Mr. Norman G. Kapko at (717) 787-2315.

Sincerely,

CLIFFORD L. JONES

LETTER TO THE STATE OF PENNSYLVANIA



DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20314

REPLY TO
ATTENTION OF:

DAEN-CWP-A

24 June 1980

Clifford L. Jones
Secretary,
Department of Environmental Resources
P.O. Box 2063
Harrisburg, PA 17120

Dear Mr. Jones:

I am writing to inform you that I am recommending in my annual report to the Congress that the Fall Brook Lake, Pennsylvania, project be deauthorized. If the Secretary of the Army concurs in my recommendations, the ultimate decision on whether the project will be deauthorized will rest with the Congress. I have inclosed a copy of the applicable portion of the governing legislation, so that you may better understand how the report will be handled by the Congress.

The Susquehanna River Basin Commission was notified, by letter on 30 November 1979, of our intent to deauthorize this project. No comment has been received.

Sincerely,


J. W. MORRIS
Lieutenant General, USA
Chief of Engineers

COMMENTS OF THE STATE OF WEST VIRGINIA



STATE OF WEST VIRGINIA
DEPARTMENT OF NATURAL RESOURCES
CHARLESTON 25305

JOHN D. ROCKEFELLER IV
Governor

January 30, 1980

DAVID C. CALLAGHAN
Director

WILLIS H. HERTIG, JR.
Deputy Director

Lieutenant General J. W. Morris
Chief of Engineers
Department of the Army
Washington, D.C. 20314

Dear Sir:

The West Virginia Department of Natural Resources has reviewed the Poca Lake (I-71160-F) project information and has no objection to the deauthorization of the project.

Thank you for the opportunity to express our views.

Sincerely,

A handwritten signature in dark ink, appearing to read "D. Callaghan".

David C. Callaghan
Director

DCC/wpm

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Project Information Sheets

Part 3

Blank Page

Division: Ohio River
District: Huntington

I-71015-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. ABERDEEN, OHIO, LOCAL PROTECTION PROJECT

AUTHORIZATION. Authorized by the Flood Control Act of 1938.

LOCATION. In Brown County, Ohio, Ohio River, 409 miles below Pittsburgh.

DESCRIPTION. Earth levee: crown width 8 feet; length 3,000 feet; average height, 32 feet; side slopes 1 on 3. Concrete wall: length 1,900 feet; average height 33 feet. Grade: 3-foot freeboard over highest flood of record (1937.)

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1954 Price Levels)

Federal	\$1,430,000
Non-Federal	55,000
Total	<u>\$1,485,000</u>

Funds Allocated to Date \$1,334

Last Year Funds Allocate 1949

REASONS FOR CLASSIFICATION OF INACTIVE. Damages which would be prevented by providing protection to existing and anticipated development clearly would be insufficient to justify the estimated cost.

RESULTS OF DEAUTHORIZATION REVIEW.

a. No significant changes have occurred since classification of Inactive except that levels of periodic flooding have been substantially reduced by the upstream system of flood control reservoirs.

b. Earlier economic analysis indicated a benefit to cost ratio of much less than 1.0 to 1. The project has been reevaluated as a part of the Corps of Engineers' "Central Ohio Survey." No economically feasible solution could be identified, therefore, no further action was taken.

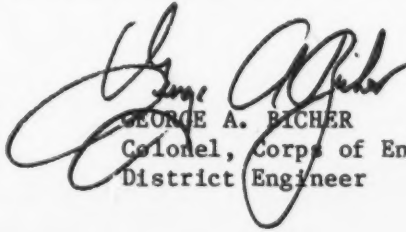
c. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate federal, state and local interests, requesting comments on the

Aberdeen L.P.P. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be authorized.

d. The scope of the Aberdeen Local Protection Project, as formulated, is no longer required, as upstream Ohio Basin flood control projects have significantly reduced flood heights along the Ohio River.

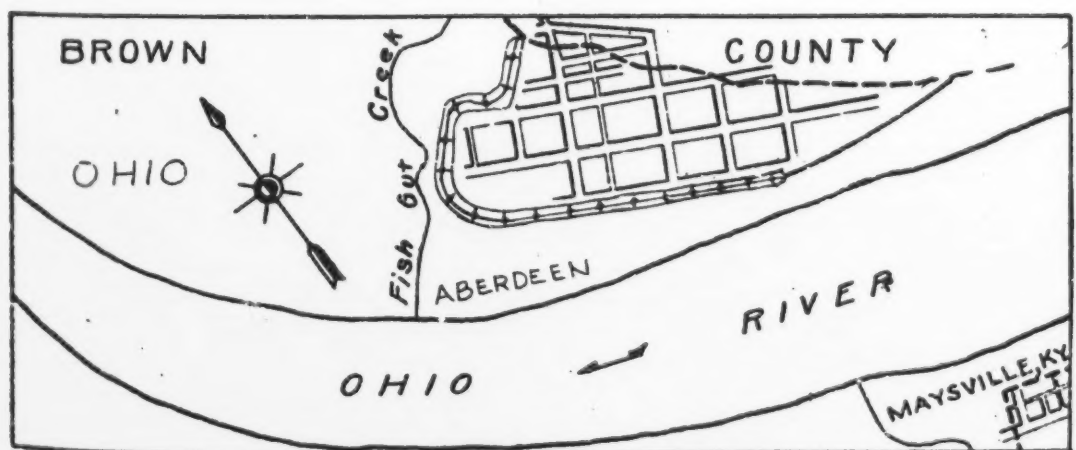
e. Due to the project's limited potential for development and economic infeasibility, it is recommended that the Aberdeen Local Protection Project be deauthorized.

1 Incl
Project Map


GEORGE A. RICHER
Colonel, Corps of Engineers
District Engineer

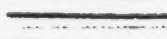
ABERDEEN, OHIO
LOCAL PROTECTION PROJECT

I-71015-F



Scale 1" = 1200'

LEGEND

-  Levee
-  Concrete Wall
-  Maximum High Water (1937)

PROJECT INFORMATION SHEET

NAME OF PROJECT. BAYOU GROSSE TETE, LOUISIANA, MILE 10.3 TO MILE 29.0

AUTHORIZATION. The project was authorized by the River and Harbor Act of 25 July 1912 in accordance with the report of the Board of Engineers for Rivers and Harbors.

LOCATION. Bayou Grosse Tete is located in south central Louisiana, in Pointe Coupe and Iberville Parishes. It extends generally south-eastward, approximately 40 miles from its headwaters above Livonia to its junction with Bayou Plaquemine, 8 miles below Plaquemine Lock (see attached project map).

DESCRIPTION. As authorized by the River and Harbor Act of 25 July 1912, the project provides for the improvement of the channel for a distance of 29 miles from its mouth to a point 5 miles above Maringouin, Louisiana, by removing snags and trees and by dredging a channel 60 feet wide on bottom and 5 feet deep. A channel 5 feet deep and 60 feet wide on bottom was completed in 1914 to mile 10.3, and from that point to mile 29.0, a 5- by 40-foot channel was dredged in 1916. The channel, beginning at mile 10.3 to mile 29.0, has not been constructed to the authorized size and is the subject of this review.

SUMMARIZED FINANCIAL DATA. (MILE 10.3 TO MILE 29.0 ONLY)

Estimated Project Costs	(1979 Price Levels)
Federal	\$2,482,000
Non-Federal	303,000
Total	<u>\$2,785,000</u>

Funds Allotted to Date \$30,000^{1/}

Last Year Funds Allotted 1915

^{1/} These funds were used to construct improvements from mile 0 to mile 10.3 completed in 1914 and interim improvements from mile 10.3 to mile 29.0 completed in 1916.

REASONS FOR CLASSIFICATION OF INACTIVE. The project was classified inactive due to lack of dredged material disposal areas above mile 10.3 within a reasonable distance of the project site.

RESULTS OF DEAUTHORIZATION REVIEW. Public comments regarding the appropriateness of deauthorizing the Bayou Grosse Tete project, mile 10.3 to mile 29.0, were requested through the distribution of a public notice dated 29 June 1979. This notice was sent to the local assuring agencies on the project; Federal, state, and local agencies; clearinghouses; state, parish, and local officials; postmasters; newspapers and periodicals; radio and television stations; concerned groups; and residents who had previously shown an interest in the activities of the Corps of Engineers, especially navigation projects. As a result of this public notice, four responses were received.

The responses supporting deauthorization were received from the Sierra Club, Delta Chapter - Acadian Group and the State of Louisiana, Department of Natural Resources. Additional environmental data and views on probable project impacts were received in a letter response from the US Fish and Wildlife Service. The fourth response, containing no position on deauthorization, was received from the National Marine Fisheries Service.

The Louisiana Department of Transportation and Development, Office of Public Works, which was designated by the Governor of Louisiana to represent the state in the review and coordination of water resources projects and studies in and affecting the state, did not provide a response to the public notice.

Pertinent information obtained during the review, relative to the project's feasibility as authorized, is summarized in the following subparagraphs:

a. Construction of the Bayou Grosse Tete project was originally based on savings expected to accrue from the shipment of logs, lumber, sugarcane, cotton, and general merchandise by water. The feasibility of this project was established by comparing the relatively small construction cost (\$30,000 - based on 1912 prices) to the commerce generated in the region in previous years. The commerce at that time was estimated to be valued at over one-half million dollars annually. During the period between 1916 and 1919, logs and lumber accounted for 90% of the commerce transported over the waterway. However, commerce over the segment of the waterway between mile 10.3 and mile 29.0 was insufficient to warrant construction of the project's authorized dimension at that time.

Today, the major activity in the Bayou Grosse Tete area is still agriculture. The primary crops are sugarcane and soybeans. Transport of these commodities is mostly by truck. Sugarcane is transported to nearby refineries and soybeans are transported to port facilities located along the Mississippi River in the area of Baton Rouge, Louisiana. It is considered unlikely that this pattern will change. Industries requiring deep draft access can locate on the Mississippi River just a few miles to the east of Bayou Grosse Tete; and industries requiring shallow-draft access are locating along the Gulf Intracoastal Waterway (GIWW) Morgan City to Port Allen Route, where 2 miles of the lower end of Bayou Grosse Tete and the GIWW share the same channel. A review of commerce reported over the lower 10.3 miles of Bayou Grosse Tete is given below. No commerce was reported on Bayou Grosse Tete above mile 10.3.

1973	No commerce reported
1974	8,862 tons (distillate fuel)
1975	1,331 tons (distillate fuel)
1976	No commerce reported
1977	113,240 tons (45,194 tons sand, gravel and crushed stone and 68,046 tons crude petroleum)

The sand, gravel, and crushed stone reported in 1977 is a result of periodic stockpiling of road construction materials. It is probable that, once the roads in the area are improved, this commerce will decrease.

b. The probable environmental impacts associated with construction of this project would result from dredging and disposing excavated material. The major impact of dredging would be the destruction of benthic organisms in the project area. The fauna would be replaced in approximately 6 months to 1 year. Dredging would temporarily increase suspended solids content. This would (1) increase turbidity, decrease dissolved oxygen and increase the temperature of the water due to absorption of radiant energy by the solid particles; and, (2) release nutrients from the sediments into the water column.

Disposal of dredged material would severely impact approximately 288 acres of the narrow band of broadleaf and hardwood vegetation which remains along the bayou. Removal of these trees would eliminate the little remaining habitat for small animals. The

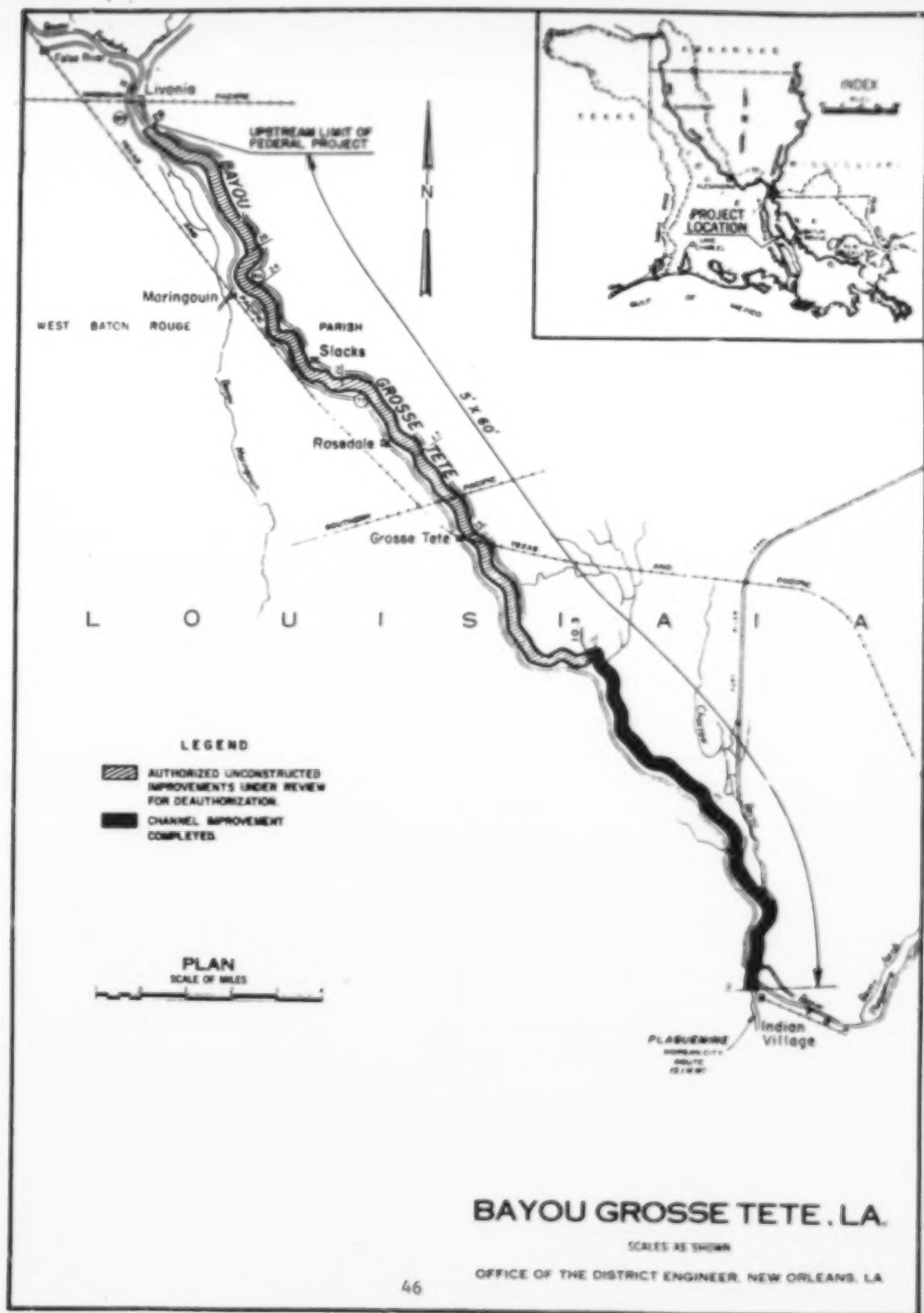
temperature of the stream would tend to rise upon removal of shade-producing vegetation. The removal of brush, trees, and other impediments would reduce spawning and habitat sites for fish and other aquatic organisms. The proposed plan may affect several archeological sites on the bayou and a historical site north of Rosedale.

Because of the proximity of homes along the bayou, it is probable that some social impacts will occur as a result of expected increases in commercial traffic and construction activities.

NOTE. The probable adverse environmental impacts described above were evaluated on the original project plan as authorized in 1912. Consideration of measures to eliminate or minimize adverse impacts to the environment would be taken in detailed preconstruction planning should the project be implemented.

1 Incl
Project Map

Charles A. Sands
For: THOMAS A. SANDS LTC CE
Colonel, CE
District Engineer DDE



DIVISION: Lower Mississippi Valley
DISTRICT: New Orleans

I-01150-N

PROJECT INFORMATION SHEET

NAME OF PROJECT. BAYOU TECHE, LOUISIANA, MILE 50.06 TO MILE 72.0
(KEYSTONE LOCK AND DAM)

AUTHORIZATION. The project was authorized by the River and Harbor Act of 26 June 1934 and prior River and Harbor Acts in accordance with the report of the Board of Engineers for Rivers and Harbors.

LOCATION. The project is located in south central Louisiana in St. Martin, Iberia and St. Mary Parishes. It extends southeastward from the town of Arnaudville, a distance of 106.5 miles, to the Lower Atchafalaya River (see attached map).

DESCRIPTION. As authorized by the River and Harbor Act of 26 June 1934 and prior River and Harbor Acts, the project provides for the enlargement of Bayou Teche, from its mouth to the Town of New Iberia, to dimensions of 8 feet deep and 80 feet wide, a distance of 54.5 miles; from New Iberia to the town of Keystone, to dimensions of 6 feet deep and 60 feet wide, a distance of 18 miles; from Keystone to Arnaudville to dimensions of 6 feet deep and 50 feet wide, a distance of 34 miles; and a lock and dam at Keystone. All work has been completed with the exception of channel enlargement between mile 50.06 and mile 72.0.

SUMMARIZED FINANCIAL DATA. (MILE 50.6 To MILE 72.0 ONLY)

Estimated Project Cost (1979 Price Level)	
Federal	\$1,069,000
Non-Federal	<u>324,000</u>
Total	\$1,393,000

Funds Allotted to Date NONE

Last Year Funds Allotted -

REASONS FOR CLASSIFICATION OF INACTIVE. This segment of the project has been considered inactive since 1954. This classification was a result of local interest not providing dredged disposal areas within economical pumping distance of the project site.

NOTE: The Bayou Teche, Louisiana, project has been withdrawn from this report. See letter on page v.

RESULTS OF DEAUTHORIZATION REVIEW. Public comments regarding the appropriateness of deauthorizing the Bayou Teche project, mile 50.06 to mile 72.0 were requested through the distribution of a public notice dated 29 June 1979. This notice was sent to local assuring agencies on the project; Federal, state, and local agencies; clearinghouses; state, parish, and local officials; postmasters, newspapers and periodicals; radio and television stations; concerned groups; and residents who had previously shown an interest in activities of the Corps of Engineers, especially navigation projects. As a result of this public notice, seven responses were received.

Responses supporting deauthorization were received from the Sierra Club, Delta Chapter - Acadian Group and the State of Louisiana, Department of Natural Resources. Two responses containing no position on deauthorization were received from the National Marine Fisheries Service and the Port of Iberia. The remaining three responses received were inquiry letters from a concerned citizen of the area. One letter from the concerned citizen was forwarded by Senator Russell B. Long's office and another by Congressman David C. Treen's office. The concerned citizen appeared to have confused the Bayou Teche project with another ongoing feasible Corps of Engineers project in the area.

The Louisiana Department of Transportation and Development, Office of Public Works, which was designated by the Governor of Louisiana to represent the state in the review and coordination of water resources projects and studies in and affecting the state, did not provide a response to the public notice.

Pertinent information obtained during the review, relative to the project's feasibility as authorized, is summarized in the following subparagraphs:

a. Construction of the Bayou Teche project was originally based on the need for additional transportation outlets for agricultural and lumber products and transportation savings expected to accrue from shipment by barge over shipment by truck. During the early 1900's, prior to any improvements to bayou Teche, navigation was possible to the town of Breaux Bridge by shallow-draft boats during high water stages and to the town of New Iberia during low water stages. The major commodities shipped over Bayou Teche at that time were lumber, cotton, sugarcane, and fuel oil. The annual commerce over Bayou Teche during this period averaged approximately 865,000 tons. It was anticipated that the waterborne commerce on Bayou Teche would increase substantially with construction of the authorized project.

A review of waterborne statistics between 1973-77 indicates that the volume of commerce shipped over Bayou Teche now averages approximately 650,000 tons annually. The major commodities being shipped are marine shell, crude petroleum, sugar, gasoline, and iron and steel pipes. Based on an origin-destination study of these commodities it was determined that approximately 12% of the overall tonnage on Bayou Teche moved to and from the vicinity of New Iberia. No commerce was reported shipped to or from areas above Keystone Lock and Dam.

Presently, barges with drafts of 7.0 feet are able to move up Bayou Teche near mile 50.06. To enable these barges to move above mile 50.06 to the town of New Iberia, current waterway conditions would require off-loading of barge cargo to reduce the draft of 5.0 feet. The cargo off-loaded would then be trucked to New Iberia and other destinations further upstream. Based on average annual tonnage shipped to mile 50.06, an additional trucking cost of approximately \$29,000 would be incurred. With implementation of the project, the trucking cost (\$29,000) would be eliminated and a shipping cost (\$2,000) would be incurred. An annual savings of approximately \$27,000 would result.

Based on a construction cost of \$1,393,000 and the current interest rate of 6-7/8 percent, annual charges were computed to be \$135,000, inclusive of operating and maintenance charges of \$36,000.

Summary of Preliminary Analysis

<u>Segment</u>	<u>Construction Cost</u>	<u>Annual Cost</u>	<u>Annual Savings</u>
Mile 50.06 to Mile 72.0	\$1,393,000	\$135,000	\$27,000

b. The probable environmental impacts associated with construction of this project would result from dredging and disposing excavated material. The major impact of dredging would be the destruction of benthic organisms in the project area. The fauna would be replaced in approximately 6 months to 1 year. Dredging would temporarily increase suspended solids content. This would (1) increase turbidity, decrease dissolved oxygen, and increase the temperature of the water due to absorption of radiant energy by the solid particles; and (2) release nutrients from the sediments into the water column.

BAYOU TECHE, LOUISIANA, MILE 50.06 TO MILE 72.0
(KEYSTONE LOCK AND DAM)

I-01150-N

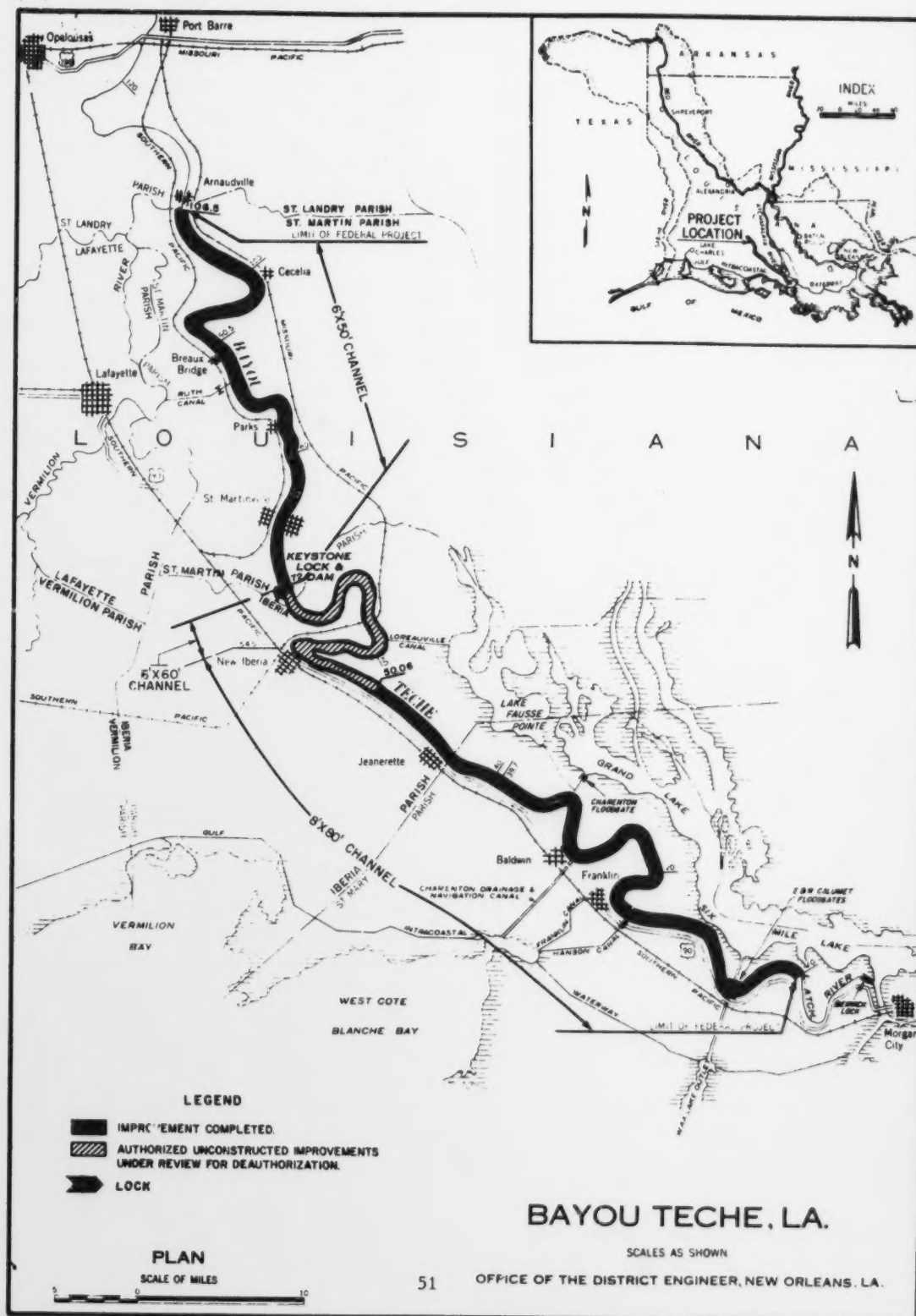
Disposal of dredged material would severely impact approximately 200 acres of the narrow band of broadleaf and hardwood vegetation which remains along the bayou. Removal of the forested area along the water's edge would eliminate the little remaining habitat for small animals. The temperature of the stream would tend to rise upon removal of shade-producing vegetation. The removal of brush, trees, and other impediments would reduce spawning and habitat sites for fish and other aquatic organisms. The proposed plan may affect two archeological sites on the east bank of the bayou and a historical site south of Keystone Lock and Dam.

Because of the proximity of homes along the bayou, it is probable that some social impacts will occur as a result of the project.

NOTE. The probable adverse environmental impacts described above were evaluated on the original plan as authorized. Consideration of measures to eliminate or minimize adverse impacts to the environment would be taken in detailed preconstruction planning should the project be implemented.

1 Incl
Project Map

FOR: *Charles E. DeWese*
THOMAS A. SANDS *LTC CE*
Colonel, CE
District Engineer *DJE*



Division: Missouri River
District: Kansas City

D-01200-F

PROJECT INFORMATION SHEET

NAME OF PROJECT: BEATRICE LOCAL PROTECTION, NEBRASKA.

AUTHORIZATION: A plan for flood control at Beatrice, Nebraska, was presented in House Document No. 642, 81st Congress, 2d Session. This plan was authorized by the Congress in the Flood Control Act of 3 September 1954, as a unit of the comprehensive plan for the Missouri River Basin.

LOCATION: The project is located on the Big Blue River at Beatrice about 130 miles above its mouth, in Gage County, Nebraska.

DESCRIPTION: The authorized flood control plan would consist of a new channel for Indian Creek from Irving Street to its mouth and levees along both banks of new channel from Irving to Second Street with left bank levee continuing on downstream to the mouth of the creek. The existing levee along the right bank of the Big Blue River between Grace and Court Streets would be raised and extended downstream to Center Street at the south edge of the city. A levee would be constructed along the left bank of the Big Blue River from the mouth of Indian Creek downstream to Scott Street. Channel capacity of the Big Blue River would be improved by removal of a small dam near the Court Street Bridge and extending the Burlington and Rock Island Railroad Bridges across the Big Blue River.

SUMMARIZED FINANCIAL DATA.

Estimated project costs (1960 Price Levels).

Federal	\$ 685,000
Non-Federal	524,000
Total	<u>\$1,209,000</u>

Funds Allotted to Date: \$ 16,500

Last Year Funds Allotted: 1964

REASON FOR CLASSIFICATION: Because many physical changes have occurred since the plan for flood control improvement was presented in 1946, an economic reevaluation of the project was completed in June of 1964, with the recommendation that the project remain in the deferred for restudy category pending completion of the Big Blue River basin survey studies. The Big Blue River Review Report was completed and forwarded to higher headquarters in February of 1973. The study did not recommend any upstream impoundments or develop any alternative solutions to the Beatrice flood

Project Information Sheet
Beatrice Local Protection

D-01200-F

problems that were economically feasible. Beatrice experienced severe flooding on 11-12 October 1973 subsequent to the completion of the report. The city of Beatrice requested that the Corps of Engineers restudy the authorized local protection project to determine the feasibility of a levee system and/or non-structural flood control through acquisition of flood plain lands and relocation. Congress appropriated funds to restudy the authorized project in 1976. In 1978, a report on the restudy of the Beatrice project was completed. The report indicated that a plan for relocation and flood plain acquisition was potentially economically justified. However, the city of Beatrice indicated that it was not interested in a relocation and acquisition plan administered by the Corps of Engineers because a program to accomplish essentially the same goals was already underway in Beatrice using Community Development Block Grant funds from the Department of Housing and Urban Development.

DATE CLASSIFICATION OCCURRED: Project was placed in the Deferred for Restudy category on 10 October 1960.

Michael B. Lowe, MACE
WALTER C. BELL
Colonel, Corps of Engineers
District Engineer



**TYPICAL LEVEL
AND
CHANNEL SECTION**
Not to Scale

LEGEND

- Proposed levee
- Proposed levee raise
- Street or road to be raised
- Proposed bank protection
- Proposed bridge
- Bridge to be extended
- Proposed channel change
- High water line (flood of record)
- Proposed channel excavation
- Dam to be removed
- Existing levee
- Railroad to be raised
- Existing levee constructed by others
- Proposed pumping plant

1978 PROJECT MAPS
BEATRICE, NEBRASKA
BIG BLUE RIVER

FLOOD CONTROL PROJECT

In 1 sheet Sheet No. 1 Scale as shown

U. S. ARMY ENGINEER DISTRICT RANSAS CITY, MO.
RANSAS CITY 30 SEPTEMBER 1979

FILE NO. P.F.-78-24

Division: Ohio River
District: Pittsburgh

I-71392-F

PROJECT INFORMATION SHEET

NAME OF PROJECT: BELLAIRE, OHIO (Local Flood Protection Project)

AUTHORIZATION: Flood Control Act of 28 June 1938

LOCATION: In Belmont County, Ohio, along the Ohio River at River Mile 94

DESCRIPTION: The project consists mainly of constructing approximately 2000 feet of earth levee and approximately 9600 feet of concrete wall, with flood gates, and installing pumps and internal drainage facilities to provide protection against a flood 3 feet higher than the maximum flood of record, which occurred in March 1936.

SUMMARIZED FINANCIAL DATA:

Estimated Project Costs (1954 price level)

Federal	\$7,660,000
Non-Federal	<u>1,870,000</u>
Total	\$9,530,000

Construction Funds Allotted to Date 0

Last Year Study Funds Allotted 1970

REASON FOR CLASSIFICATION OF INACTIVE: Lack of economic justification. Classified inactive in 1972.

RESULTS OF DEAUTHORIZATION REVIEW: Justification of the project under present day conditions and criteria is highly unlikely because plans for pending construction of Ohio State Route 7 through the flood plain area will replace developments which afforded flood control benefits for the project.

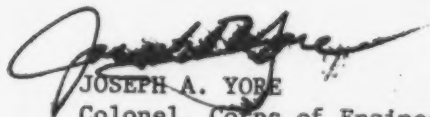
a. Comments responsive to a public notice issued as part of this review endorse the deauthorization of the project and are on file in the District office.

b. Replies to coordination letters from the City of Bellaire and the Ohio Department of Natural Resources (ODNR) indicates no objection to deauthorization of the project. Copies of their responses are attached.

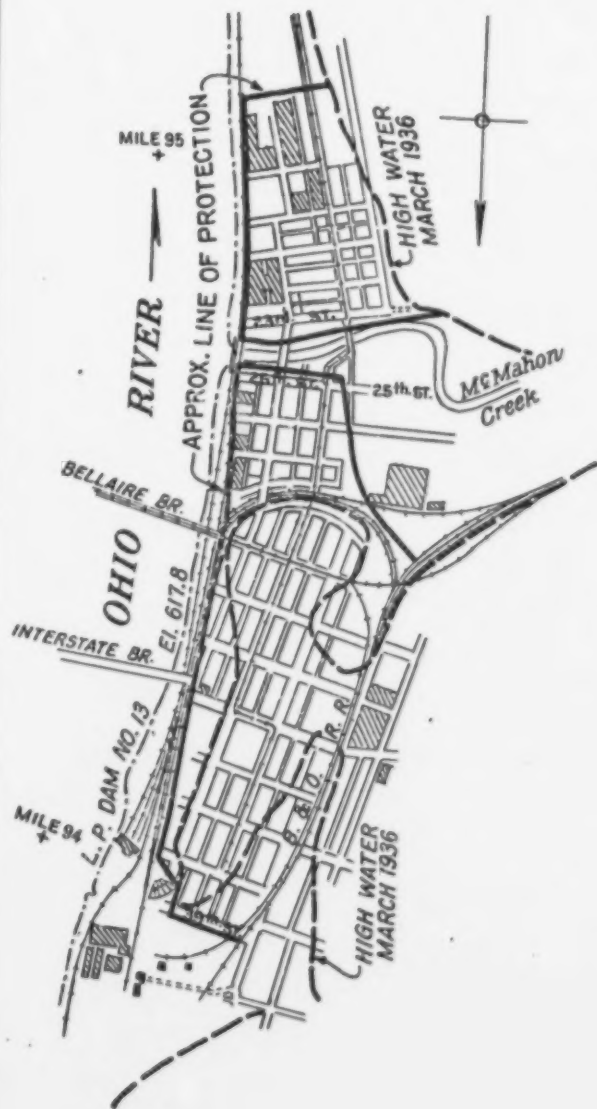
a. Appropriate Congressional interests have been informed of this review.

3 Incl

1. Project Map
2. Letter from the City of Bellaire
3. Letter from the State of Ohio



JOSEPH A. YORE
Colonel, Corps of Engineers
District Engineer



**BELLAIRE, O.
PROPOSED FLOOD PROTECTION
SCALE: 1"=1200'**

600' 0 600' 1200'

Division: Lower Mississippi
District: Memphis

I-00230-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. BIG CREEK AND L'ANGUILLE RIVER, WHITE RIVER BASIN, ARK.

AUTHORIZATION. Flood Control Act of 22 June 1936
PL 738-74 (HD 102/73/1)

LOCATION. Lee County, Arkansas, northwest of Marianna, Arkansas.

DESCRIPTION. Project as shown on the attached map, consists of about 3 miles of levee on the watershed divide between the L'Anguille River and Big Creek. It is intended to prevent overflow from the L'Anguille into Big Creek for reoccurrence of the 1927 Flood.

SUMMARIZED FINANCIAL DATA

Estimated Project Costs (1937 Price Levels)

Federal	\$86,400
Non-Federal	<u>5,000</u>
	\$91,400

Funds Allocated to Date	None
-------------------------	------

Last Year Funds Allocated	N/A
---------------------------	-----

REASONS FOR CLASSIFICATION OF INACTIVE. Paragraph 13 of Annex K to HD 308/88/2 states in part "The Big Creek and L'Anguille River Project authorized by the Flood Control Act of June 22, 1936 provided for a short levee about 3 miles long across this low divide. Since inflow from the Mississippi is very infrequent, the project is not desired by local interests and is classified as "inactive." This is the latest known reference to the status of the project.

The Annual Report of the Chief of Engineers for 1937 indicated on page 892 that a local sponsor was not expected to provide the required local cooperation.

RESULTS OF DEAUTHORIZATION REVIEW.

a. Studies for purposes of this deauthorization review consisted of a review of available documents, including the Annual Report of the Chief of Engineers. In addition, letters were sent to interested Federal and state agencies, local officials, local interest groups and environmental interests asking for comments on the need for the project. All replies concurred with the proposed deauthorization.

b. These documents suggest that between the time the authorizing document (HD 102/73/1) was published in 1932 and the 1937 Annual Report, the local people had determined that the project was not needed. HD 308/88/2 supports this conclusion but does not provide any clue as to when the project was declared "inactive". The need for the project has been further negated by construction of reservoirs in the Ohio and Missouri River basins which have further reduced the likelihood of overflow of this watershed divide.

c. There is no organized group in the project area formed to provide the required local cooperation nor is there any indication that such an organization is likely to be formed. This appears to have been the case as far back as 1937.

d. Therefore, it is concluded that there is little or no prospect that the required local cooperation will be forthcoming and the need for the project has been greatly reduced or even superseded by other projects. Thus, the project is recommended for deauthorization.

1 Incl
Project Map



WILLIAM H. RENO
Colonel, Corps of Engineers
District Engineer

WHITE RIVER BASIN

2 BIG CREEK & L'ANGUILLE RIVER ARR.

3 CLARENDON TO LACONIA CIRCLE ARR.



Reference Map

LOWER MISSISSIPPI VALLEY DIVISION

Flood Control Project

Authorized By Omnibus Act
Public No. 738-74th CongressBIG CREEK and L'ANGUILLE RIVER
CLARENDON TO LACONIA CIRCLE, ARR.OFFICE OF THE DISTRICT ENGINEER
MEMPHIS, TENN.

SCALE OF MILES



CONDITION OF WORK 30 SEPT, 1937

Division: North Central
District: Buffalo

D-01660-N

PROJECT INFORMATION SHEET

NAME OF PROJECT: BLACK ROCK CHANNEL and TONAWANDA HARBOR, N.Y.

AUTHORIZATION: 1954 River and Harbor Act (HD 423/832)

LOCATION: The lower 1,500 feet of the Tonawanda Inner Harbor,
North of Tonawanda Island in the Niagara River.

DESCRIPTION: Deepening lower 1,500 feet of Tonawanda Inner
Harbor from 16 feet to 21 feet.

SUMMARIZED FINANCIAL DATA:

Estimated Project Costs (Feb. 1979 Price Levels)

Federal	\$1,150,000
Funds Allotted to Date	0
Last Year Funds Allotted	N/A

REASONS FOR CLASSIFICATION OF DEFERRED: To attain project depth in the inner harbor, two water supply pipelines, constructed by the cities of Lockport and North Tonawanda, must be lowered and the cost borne by the owners as required by the issued permits of the Department of the Army for their installation. Lowering of the pipelines is not an item of local cooperation in the project document because of the requirements of the issued permits. No action was taken by the local communities to lower the two pipelines. In 1961 consolidations and enlargements of water supply systems in the area occurred and it was reasonably assumed that local interests would undertake lowering of the pipelines sometime in the future. However, as it was not predicable as to when local interests would commence the required lowering of the pipelines, the project was recommended, in 1961, to be reclassified as "Deferred."

BLACK ROCK CHANNEL AND TONAWANDA HARBOR, NEW YORK (Cont'd)

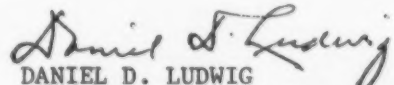
RESULTS OF DEAUTHORIZATION REVIEW: All interested parties were requested, by letter, as to their views concerning the advisability of deauthorizing the uncompleted portion of the Federal project at Black Rock Channel and Tonawanda Harbor, New York. Congressman John J. LaFalce was notified, by letter dated 5 March 1979, as to the deauthorization review underway by the Buffalo District.

In reply to the Buffalo District's request for their views on deauthorizing the project, previously described, three of eight local interests responded. Each of the three responding local interests indicated there no longer was a need for the project and that deauthorization was unobjectionable.

The city of Lockport completed, in 1978, a relining project, at a cost of \$500,000, to prevent chemical infiltration from the Niagara River into their intake line. The cost of lowering their existing intake line is beyond their financial capability.

I recommend the 1954 modification to the Federal project at Black Rock Channel and Tonawanda Harbor, New York be deauthorized.

1 Incl
Project Map


DANIEL D. LUDWIG
Colonel, Corps of Engineers
District Engineer

CORPS OF ENGINEERS

WATERFRONT OWNERSHIP

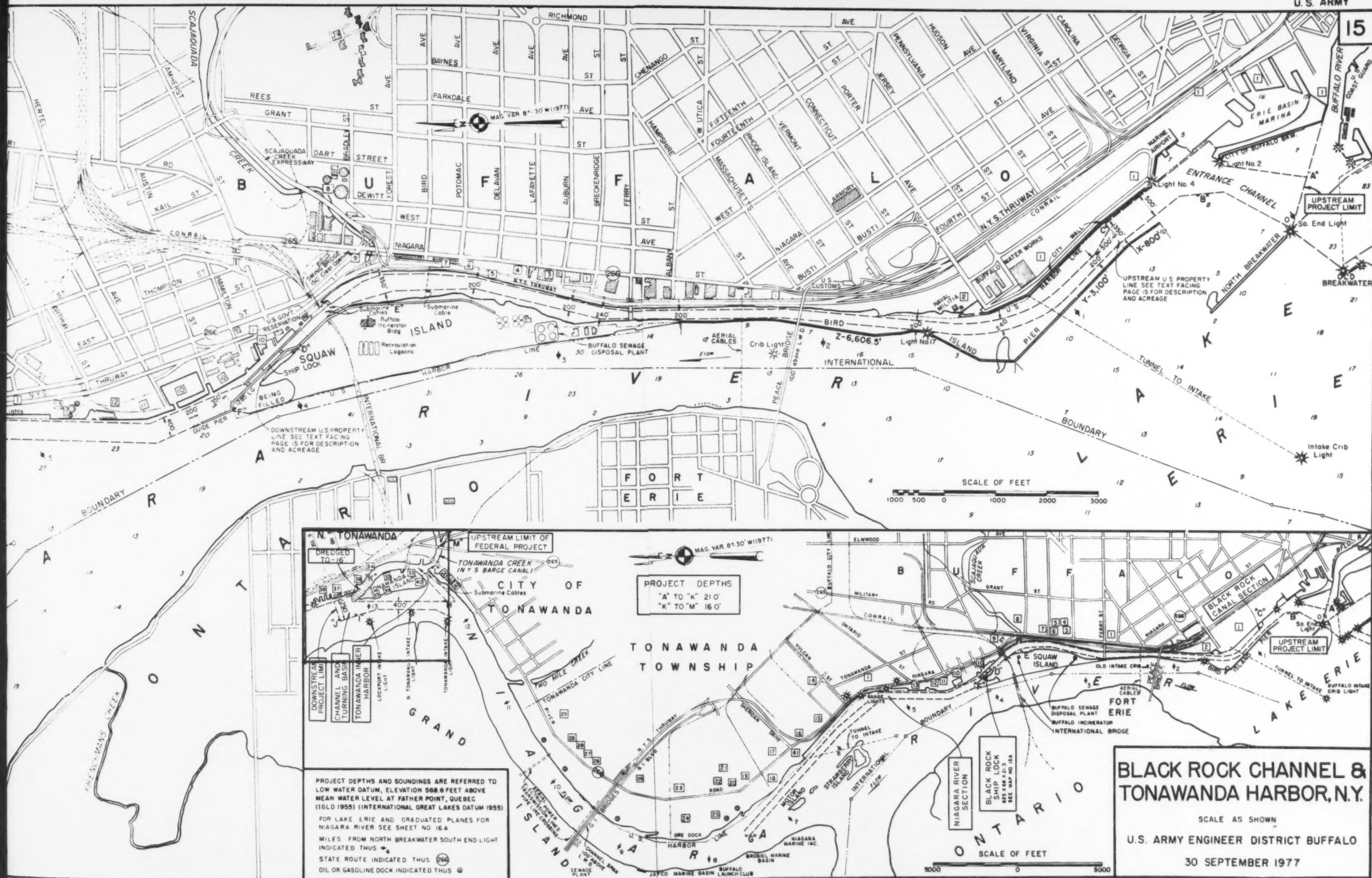
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- | | |
|---|--|
| 1. City of Buffalo (O) | 23. Allied Chemical & Dye Co., Plastics Div. |
| 2. Buffalo Yacht Club (O) | 24. Roblin-Hoppe's Industries (O) |
| 3. Schaffer Brewing Co., Malting & Grain Div. | 25. Gulf Refining Co. (O) |
| 4. The Mantholatum Co. | 26. Ashland Oil Refining Co. (O) |
| 5. Multiform Desiccant Products | 27. G. L. F. Farm Supplies (L) |
| 6. Carmelo Pigaro | 28. Richfield Oil Co. (L) |
| 7. Bison Storage Warehouse Corp. | 29. American Oil Co. (O) |
| 8. Iroquois Gas Corp. (O) | 30. City of Tonawanda Water Works |
| 9. Janet Collins (O) George W. Collins Inc. (L) | 31. City of Tonawanda Garage |
| 10. Rich Marine Corp. (O) | 32. City of Tonawanda |
| 11. Watergate II Apartments | 33. International Filler Corp. |
| 12. Jafco Marine Corp. (O) | 34. Conrail |
| 13. Industrial Molasses Corp. (O) | 35. International Paper Co. (O) |
| 14. J. H. Williams Co. (O) | 36. City of Lockport Water Works |
| 15. General Motors Co. (O) | 37. Westinghouse Air Brake Co. (O) |
| 16. E. I. du Pont de Nemours & Co. (O) Yarkes Plant | 38. City of North Tonawanda |
| 17. Dunlop Tire & Rubber Corp. (O) | 39. R.T. Jones Lumber Co. (O) |
| 18. Niagara Mohawk Power Corp. (O) Huntley Sta. | 40. North Tonawanda Water Works |
| 19. Tascoco | 41. Town of Tonawanda Water Works |
| 20. Exxon | |
| 21. Atlantic Refining Co. (O) | |
| 22. Sunoco | |

Note:

(O) Indicates: Owner
(L) Indicates: Lessee





63 B

Division: Ohio River
District: Louisville

I-71176-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. BONPAS CREEK LOCAL PROTECTION PROJECT, ILLINOIS

AUTHORIZATION. Flood Control Act approved 24 July 1946 based on findings and recommendations reported in the 1944 Survey Report for Flood Control, Wabash River and Tributaries, Indiana and Illinois. The report was later published as House Document 197, 80th Congress, 1st Session.

LOCATION. The project is located in Edwards and Wabash Counties, Illinois. The channel improvement would extend from the Wabash River to a point about 4.7 miles northeast of Browns, Illinois.

DESCRIPTION. The authorized plan for Bonpas Creek Local Protection Project consists of channel improvement which includes cut-offs and enlargement from Wabash River to mile 11.2 (mile 22.6 on the old channel). The lower 0.8 mile of the diversion channel will be located along the upstream side of the considered Helm Levee unit. It provides for an increase in channel capacity at Browns, Illinois, from 800 to about 1,630 cubic feet per second. A project map is attached as inclosure 1.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1979 Price Levels)

Federal	\$8,000,000
Non-Federal	1,300,000
Total	<u>\$9,300,000</u>

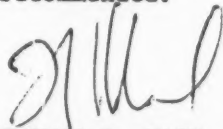
Funds Allotted to Date \$80,000 (G.I. Code 161)

Last Year Funds Allotted 18 Sept 1979 (G.I. Code 161)

REASONS FOR CLASSIFICATION OF DEFERRED FOR RESTUDY. The Bonpas Creek project was reclassified to the "inactive" category 22 June 1973 due to no identifiable local sponsor who would provide the local cooperation requirements for the authorized project. The project was then included in the Secretary of the Army's list of projects recommended for deauthorization pursuant to Sec. 12 of Public Law 93-251 (H.D. No. 94-192, 19 June 1975). The Chief of Engineers letter to the Secretary of the Army, dated 26 January 1976, recommended deletion of the Bonpas Creek project from the deauthorization list because the Governor of Illinois by letter, dated 11 March 1975, requested such action. The State identified the Bonpas River Conservancy District as a potential local sponsor for the project. Subsequent to correspondence with the Conservancy

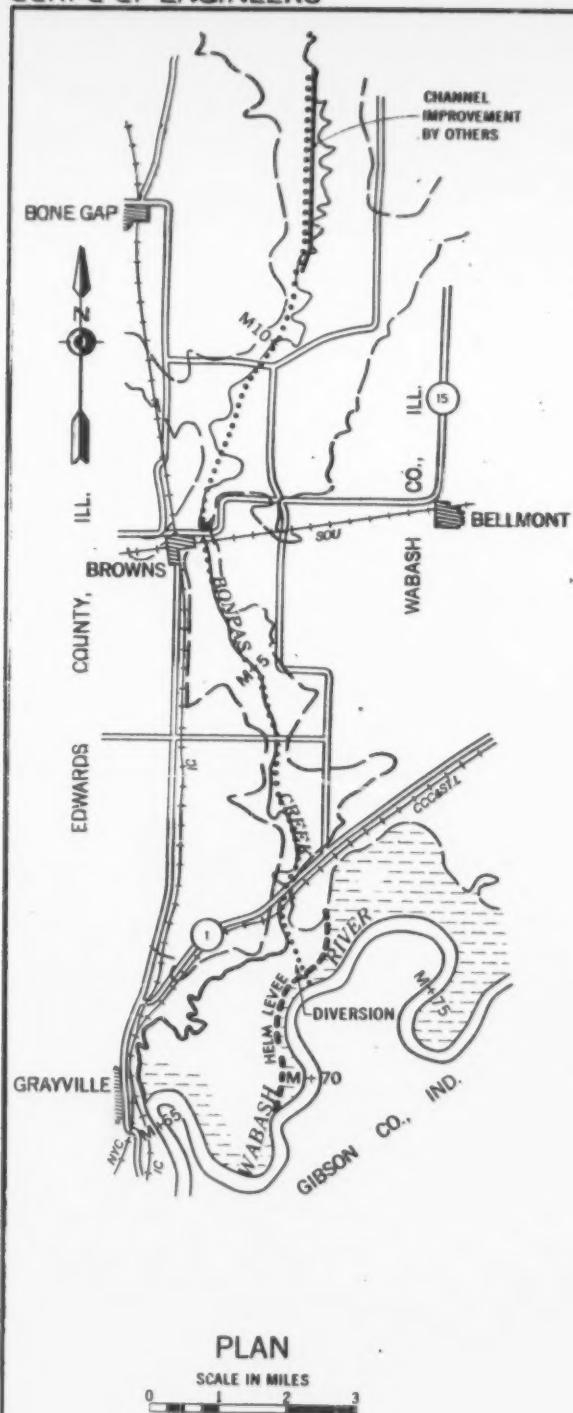
District the project was reclassified to the "deferred for restudy" category on 14 June 1977.

RESULTS OF DEAUTHORIZATION REVIEW. The Bonpas River Conservancy District (BRCD), as the local sponsor for the Bonpas Creek project, requested that an economic restudy of the project be made to determine its economic feasibility under current criteria and conditions. The economic and preliminary engineering and environmental investigations made during this study indicate that construction of the Bonpas Creek channel improvement project as defined in the authorizing document is infeasible by a wide margin at the 3-1/4 percent authorized interest rate. A meeting was held on 29 August 1979 to brief the local sponsor on the preliminary results of this study. At this meeting the Bonpas River Conservancy District indicated the authorized plan was not acceptable because of the high costs. The BRCD provided their comments of the preliminary results by letter dated 6 September 1979. By letter dated 26 October 1979, the State of Illinois and the local sponsor's views regarding deauthorization were requested. No objections to the deauthorization were made (see inclosure 2 and 3). Deauthorization of the project, therefore, is recommended.



THOMAS P. NACK
Colonel, Corps of Engineers
District Engineer

- 3 Incl
1. Project Map
2. Bonpas River
Conservancy District
Letter
3. State of Illinois Letter

**BONPAS CREEK, ILL.**

- LEGEND**
- Channel Improvement
 - Levee
 - ~~~~~ 1913 High water
 - Land subject to inundation

LOCAL PROTECTION PROJECT
BONPAS CREEK, ILL.

CHANNEL IMPROVEMENT
LOUISVILLE, KY. DISTRICT

SCALES AS SHOWN
REVISED 30 JUNE 1964

Division: Lower Mississippi
District: Memphis

I-00270-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. CLARENDON TO LACONIA CIRCLE, WHITE RIVER BASIN, ARK.

AUTHORIZATION. Flood Control Act of 22 June 1936 PL 738-74 (HD 102/73/1)

LOCATION. Along the east bank of the Lower White River in Monroe and Arkansas Counties, Arkansas.

DESCRIPTION. The project as originally authorized consisted of 71.5 miles of levee running south from Clarendon, Arkansas, to the northwest corner of the Lambrook area levee, then along the west side of this leveed area and then southward to the Laconia Circle Levee. Flood gates were included in the plan at the Big Creek crossing and at a point near Laconia Circle.

The subsequent authorization and construction of the White River Backwater Levee has eliminated the need for that portion of the project south of Big Creek.

The project as it presently stands is shown on the attached map.

SUMMARIZED FINANCIAL DATA.

Estimated Project Cost (1937 Price Levels)

Federal	\$8,960,000
Non-Federal	<u>182,000</u>
Total	\$9,142,000

Funds Allocated to Date	None
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Last Year Funds Allotted	N/A
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REASONS FOR CLASSIFICATION OF INACTIVE. Paragraph 9 of Annex K. Lower White and Cache Basins, Arkansas, Mississippi River and Tributaries, Comprehensive Review Report, HD 308/88/2 states in part "The Flood Control Act approved June 22, 1936 authorized construction of a levee extending from Clarendon to Laconia Circle to protect the adjacent flood plain against overflow

from White River headwater and Mississippi River backwater. The need for this project has been reduced by construction of the White River reservoirs and cutoffs on the Mississippi River. The project is not now desired by local interests and is classified as inactive."

The Annual Report of the Chief of Engineers for 1937 indicated on page 892 that a local sponsor was not expected to provide required local cooperation.

RESULTS OF DEAUTHORIZATION REVIEW

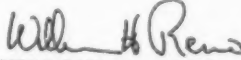
a. Studies for purposes of this deauthorization review consisted of a review of available documents, including the Annual Report of the Chief of Engineers. In addition, letters were sent to interested Federal and state agencies, local officials, local interest groups and environmental interests asking for comments on the need for the project. All replies concurred with the proposed deauthorization.

b. These documents suggest that between the time the authorizing document (HD 102/73/1) was published in 1932 and the 1937 Annual Report, the local people had determined that the project was not needed due to works either authorized or completed on the Upper White River and the Mississippi River. HD 308/88/2 supports this conclusion but does not provide any clue as to when the project was declared "inactive". The need for the portion of the project south of Big Creek has been further negated by construction of the White River Backwater Levee, which protects that portion of the project area.

c. There is no organized group in the project area formed to provide the required local cooperation nor is there any indication that such an organization is likely to be formed. This appears to have been the case as far back as 1937.

d. Therefore, it is concluded that there is little or no prospect that the required local cooperation will be forthcoming and the project is no longer required because it has been superseded by other projects. Thus, the project is recommended for deauthorization.

1 Incl
Project Map


WILLIAM H. RENO
Colonel, Corps of Engineers
District Engineer

WHITE RIVER BASIN

2. BIG CREEK & L'ANGUILLE RIVER, ARK.
3. CLARENDON TO LACONIA CIRCLE, ARK.



Reference Map

LOWER MISSISSIPPI VALLEY DIVISION

Flood Control Project
Authorized By Omnibus Act
Public No. 738-74th Congress

BIG CREEK and L'ANGUILLE RIVER
CLARENDON TO LACONIA CIRCLE, ARK.

OFFICE OF THE DISTRICT ENGINEER
MEMPHIS, TENN.

SCALE OF MILES
20 0 20 40

CONDITION OF WORK 30 SEPT, 1937

Division: North Atlantic
District: Baltimore

D-73533-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. COPES CORNER LAKE, NEW YORK.

AUTHORIZATION. Flood Control Act of 22 June 1936 as amended by the Flood Control Act of 28 June 1938. (House Document No. 702, 77th Congress, 2nd session).

LOCATION. The project would be located in Otsego County, near Copes Corner, New York, on Butternut Creek. Butternut Creek is a tributary of the Unadilla River which flows into the Susquehanna River. (See attached map)

DESCRIPTION. The project was authorized as a part of the comprehensive flood control plan for the protection of communities in southern New York and eastern Pennsylvania. The project would consist of an earthfill dam 1,150 feet long, rising 75 feet above the streambed, with a concrete spillway and gated outlet in the right abutment. The reservoir, when filled to the level of the spillway crest, would have a storage capacity of 37,900 acre-feet (12.4 billion gallons) and would cover 2,040 acres. (See attached map) The project would control a drainage area of 118 square miles. Reduced flood heights would be afforded to Binghamton and other communities along the Susquehanna River downstream from Butternut Creek.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1956 Price Levels)

Federal	\$16,000,000
Non-Federal	0
Total	<u>\$16,000,000</u>
Funds Allotted to Date (for pre-construction planning)	\$ 160,700
Last Year Funds Allotted	1951

REASONS FOR CLASSIFICATION OF DEFERRED: Pre-construction planning was suspended after Fiscal Year 1954 due to budgetary limitations resulting from the Korean conflict. The project was placed in the "deferred" category some time prior to 1956 due to local opposition and due to the need for restudy of an alternate dam site in view of poor foundation conditions.

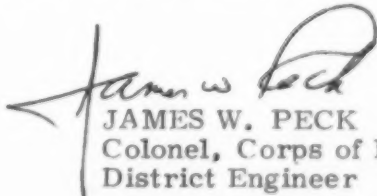
RESULTS OF DEAUTHORIZATION REVIEW. The project was reformulated during the Susquehanna River Basin Study (1970) where a reservoir with 42,000 acre-feet of storage for flood control and recreation was considered. It was not included in the basin-wide plan for water resources development as it had less potential for multiple-purpose use than other sites and lacked economic justification and public support.

The project was most recently studied in 1977 during the ongoing Susquehanna River Basin Flood Control Review Study. Economic studies resulted in a benefit-cost ratio of 0.5. In response to opposition to the project expressed at public meetings, and due to lack of economic justification, further study was not pursued.

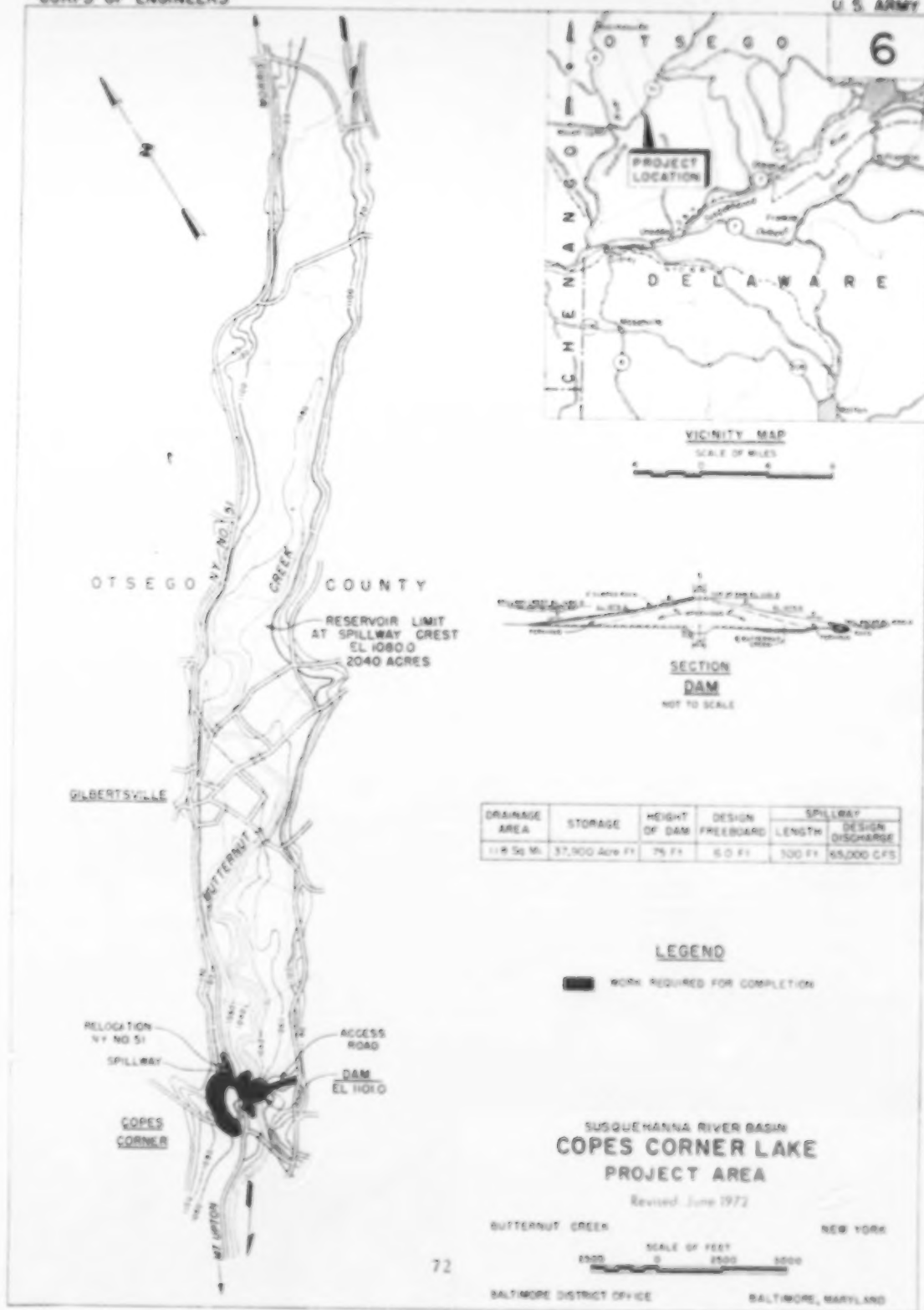
Based on the project's apparent lack of economic justification and local support, a preliminary recommendation for deauthorization was coordinated with the State of New York and the Susquehanna River Basin Commission by letters dated 29 March 1979. In addition, a public notice to this effect was distributed. Of the responses received, only the Town of Kirkwood, New York, was opposed to deauthorization as they felt the project would afford better flood protection to the Town. Those in favor of deauthorization include the State of New York, a State legislator, various watershed and environmental organizations, and individuals. The results of coordination reaffirm the general lack of local support for the project.

The Copes Corner Lake project lacks economic justification and it is not likely that further study will yield an economically justified plan. As the project also lacks support from non-Federal interests, it is considered appropriate that it be recommended for deauthorization.

1 Incl
as



JAMES W. PECK
Colonel, Corps of Engineers
District Engineer



PROJECT INFORMATION SHEET

NAME OF PROJECT. DAVENPORT CENTER LAKE, NEW YORK.

AUTHORIZATION. Flood Control Act of 22 June 1936 as amended by the Flood Control Act of 28 June 1938. (House Document No. 702, 77th Congress, 2nd session).

LOCATION. The project would be located in Delaware County, near Davenport Center, New York, on Charlotte Creek, a tributary of the Susquehanna River. (See attached map).

DESCRIPTION. The project was authorized as a part of the comprehensive flood control plan for the protection of communities in southern New York and eastern Pennsylvania. The project provides for an earth fill dam 3,400 feet long, rising 100 feet above the streambed, with a concrete spillway in the right abutment and a gated outlet conduit in the valley floor. The reservoir would have a storage capacity of 52,500 acre-feet (17.2 billion gallons) at spillway crest and would cover about 1,820 acres. (See attached map). The project would control a drainage area of about 164 square miles. Reduced flood heights would be afforded to Binghamton and other communities along the Susquehanna River downstream of Charlotte Creek.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1972 Price Levels)

Federal	\$25,000,000
Non-Federal	0
Total	\$25,000,000
Funds Allotted to Date (for pre-construction planning)	\$ 286,400
Last Year Funds Allotted	1954

REASONS FOR CLASSIFICATION OF DEFERRED: Pre-construction planning was suspended after Fiscal Year 1954 due to budgetary limitations resulting from the Korean conflict and remained suspended due to opposition from local interests. In 1975, the authorized project was placed in the "deferred" category as it had been reformulated as a multi-purpose reservoir during the Susquehanna River Basin Study.

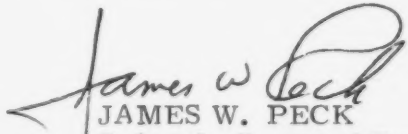
RESULTS OF DEAUTHORIZATION REVIEW. The project considered under the Susquehanna River Basin Study, completed in 1970, consisted of a main reservoir with 127,000 acre-feet of storage for flood control, low flow augmentation, and recreation and a small subimpoundment for recreation. The project was economically justified and was included in the Early Action Plan which was recommended for implementation prior to 1980 to meet the immediate needs of the Basin.

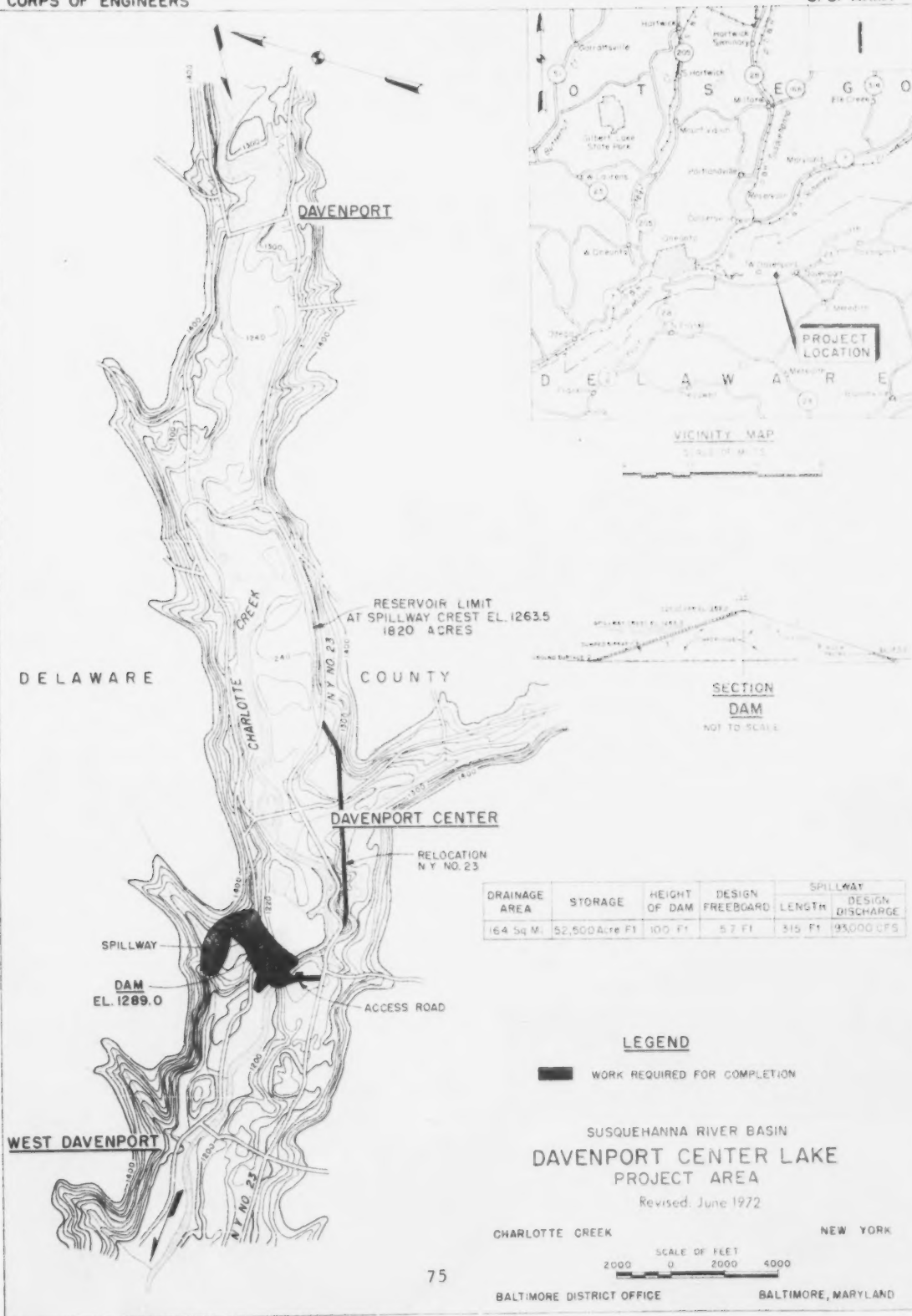
Preliminary studies made in 1976 during the ongoing Susquehanna River Basin Flood Control Review Study, showed that economic justification was lacking as the benefit-cost ratio was 0.2. In addition, public involvement revealed widespread opposition to reservoirs in southern New York.

Based on the project's apparent lack of economic justification and local support, a preliminary recommendation for deauthorization was coordinated with the State of New York and the Susquehanna River Basin Commission by letters dated 29 March 1979. In addition, a public notice to this effect was distributed. Of the responses received, only the Town of Kirkwood, New York, was opposed to deauthorization as they felt the project would afford better flood protection to the Town. Those in favor of deauthorization include the State of New York, a State legislator, and various watershed and environmental organizations. The results of coordination reaffirm the general lack of local support for the project.

The Davenport Center Lake project lacks economic justification and it is not likely that further study will yield an economically justified plan. As local support for the project is also lacking, it is considered appropriate that the project be recommended for deauthorization.

1 Incl
as


JAMES W. PECK
Colonel, Corps of Engineers
District Engineer



Division: North Atlantic
District: Baltimore

D-73538-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. FALL BROOK LAKE, PENNSYLVANIA.

AUTHORIZATION. Flood Control Act of 23 October 1962 (Senate Document No. 141, 87th Congress, 2nd session).

LOCATION. The project would be located in Lackawanna County on Fall Brook about five miles above its confluence with the Lackawanna River at Carbondale, Pennsylvania. (See attached map)

DESCRIPTION. The project was authorized as a component of the flood control plan for the Lackawanna River Basin. The project would consist of an earthfill dam with a maximum height of 67 feet above the streambed and a length of 890 feet. An uncontrolled spillway would be placed in the left abutment and an ungated outlet pipe would be provided. When filled to the level of the spillway crest, the dam would impound 1,400 acre-feet of water which would inundate 62 acres. (See attached map) The project would control a drainage area of 4.1 square miles and would reduce flood heights at Scranton and other locations along the lower Lackawanna River.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1965 Price Levels)

Federal	\$1,500,000
Non-Federal	0
Total	<u>\$1,500,000</u>

Funds Allotted to Date (for pre-construction planning)	\$ 46,100
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Last Year Funds Allotted	1965
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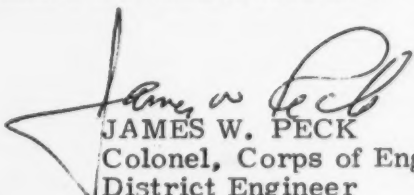
REASONS FOR CLASSIFICATION OF DEFERRED: Studies conducted subsequent to project authorization resulted in increased project cost estimates. In addition, non-Federal local flood protection works were to be constructed at a downstream location such that project benefits were reduced. As a result, the project was no longer economically justified. Based on recommendations in January 1966 from the District and Division Engineers, the project was deferred for restudy in the Susquehanna River Basin Study.

RESULTS OF DEAUTHORIZATION REVIEW. Fall Brook was most recently studied during the Susquehanna River Basin Study which was completed in 1970. The project was found to have little potential for multipurpose use, minimal effect on regional development, and would not enhance the environment. The project also lacked economic justification and was not recommended for inclusion in the plan for water resources development in the Basin.

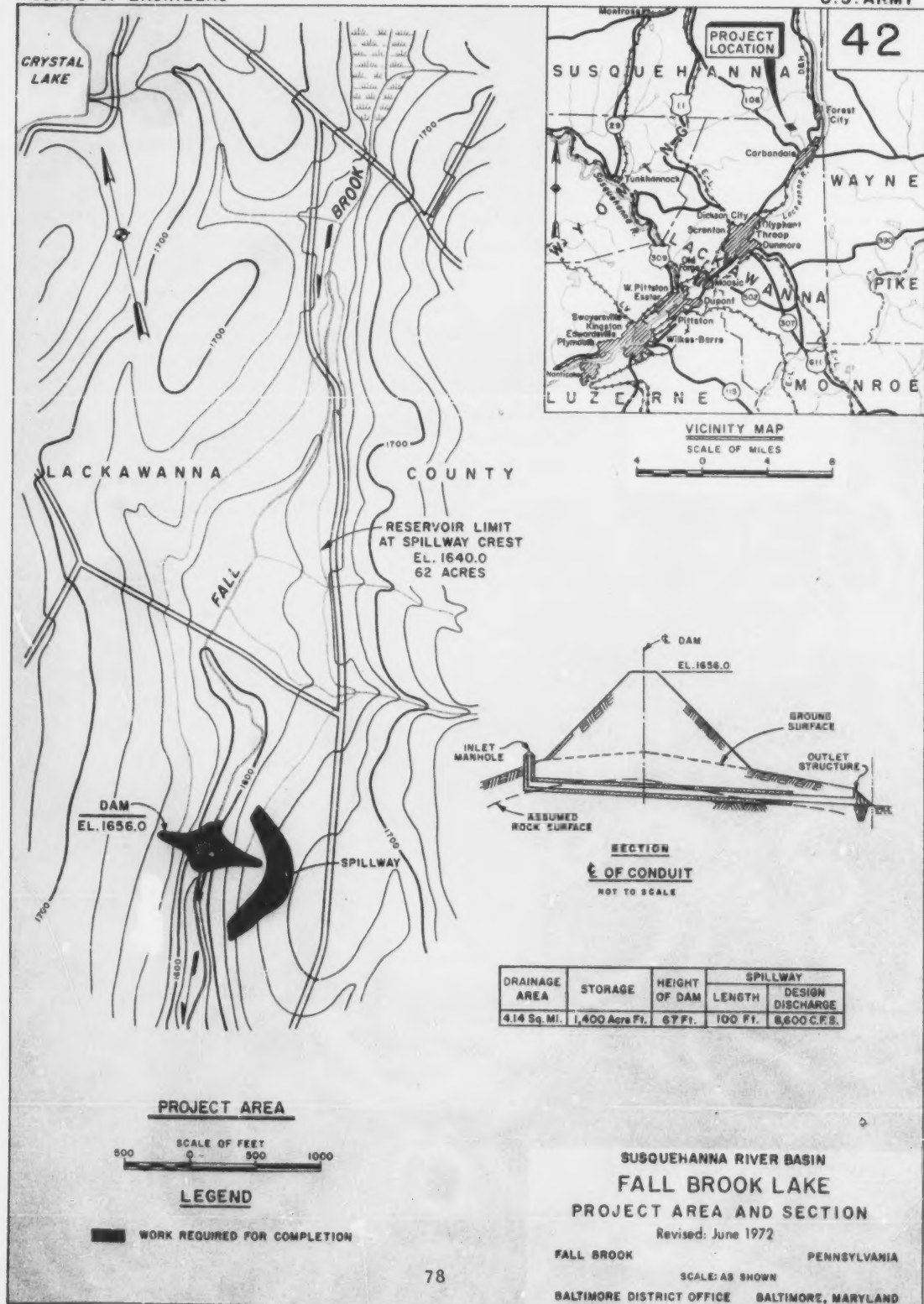
Based on the project's apparent lack of economic justification, a preliminary recommendation for deauthorization was coordinated with the Commonwealth of Pennsylvania and the Susquehanna River Basin Commission by letters dated 29 March 1979. In addition, a public notice to this effect was distributed. In response, the Commonwealth stated that it preferred to reserve comment until requested by the Chief of Engineers and asked to be furnished copies of any comments received from local interests. The City of Carbondale, Pennsylvania, expressed opposition to deauthorization, citing substantial development downstream in recent years. Although development has occurred, there is no indication that it represents sufficient flood damage potential to make the project economically justified. In addition, the Commonwealth has provided and is considering additional flood control improvements for Fall Brook such that flood damage potential and, therefore, project benefits, would be further reduced.

Although supported by local interests, the Fall Brook Lake project lacks economic justification and it is not likely that further study will yield an economically justified plan. It is, therefore, considered appropriate that the project be recommended for deauthorization.

1 Incl
as



JAMES W. PECK
Colonel, Corps of Engineers
District Engineer



Division: Ohio River
District: Huntington

I-71135-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. FRAZEYSBURG LAKE, OHIO

AUTHORIZATION. Authorized by the Flood Control Act of 1938 as a part of the general comprehensive plan for flood control and other purposes in the Ohio River Basin.

LOCATION. The authorized dam site would be located 14.7 miles above the mouth of Wakatomika Creek, Muskingum County, and about 3 miles northwest of Frazeyburg. The drainage area above the dam site is 140 square miles.

DESCRIPTION. The dam would consist of a compacted earth embankment approximately 70 feet above streambed with a 610-foot crest length. The reservoir would have a total capacity of 62,200 acre feet. The maximum pool elevation of 805.5 feet (m.s.l) would cover 3,570 acres.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1960 Price Levels)

Federal	\$7,200,000
Funds Allocated to Date	\$ 5,000
Last Year Funds Allocated	1938

REASONS FOR CLASSIFICATION OF INACTIVE. Damages which could be prevented by providing protection to existing and anticipated development clearly would be insufficient to justify the estimated cost. The Frazeyburg Project was reclassified from active to inactive in June 1973.

RESULTS OF DEAUTHORIZATION REVIEW.

a. Earlier economic analysis indicated a benefit to cost ratio of less than 1.0 to 1. It is quite apparent that any re-evaluation would not result in a benefit to cost ratio sufficient to justify the Frazeyburg Lake Project.

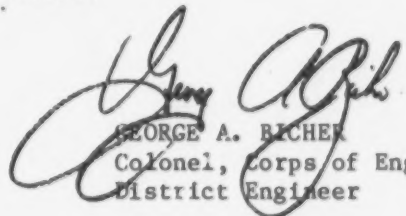
b. The project was restudied for the "Muskingum River Basin, Ohio, Interim Feasibility Report for Water Development, dated November 1975." The report recommended that the authorized

project be deauthorized because of limited potential for development and economic infeasibility.

c. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate federal, state and local interests, requesting comments on Frazeyburg Lake. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be deauthorized.

d. Due to the project's limited potential for development and economic infeasibility, it is recommended that the Frazeyburg Lake Project be deauthorized.

1 Incl
Project Map



GEORGE A. RICHER
Colonel, Corps of Engineers
District Engineer

FRAZEYSBURG LAKE, OHIO

I-71135-F



Division: North Atlantic
District: Baltimore

I-73535-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. GENEGANTSLET LAKE, NEW YORK.

AUTHORIZATION. Flood Control Act of 22 December 1944 as a modification of the Flood Control Act of 22 June 1936 as amended by the Flood Control Acts of 28 June 1938 and 18 August 1941 (House Document No. 702, 77th Congress, 2nd session).

LOCATION. The project would be located in Chenango County, near Greene, New York, on Genegantslet Creek about three miles above its confluence with the Chenango River. (See attached map)

DESCRIPTION. The project was authorized as a part of the comprehensive flood control plan for the protection of communities in southern New York and eastern Pennsylvania. The project plan calls for an earthfill dam 1,660 feet long, rising 100 feet above the streambed, with a gate-controlled outlet and a chute spillway in the left abutment. The reservoir would have a storage capacity of 30,195 acre-feet (9.9 billion gallons) at spillway crest and would extend 4.8 miles upstream when filled to that level. (See attached map) The project would control a 95 square mile drainage area and would reduce flood heights at Binghamton, along the lower Chenango River, and the Susquehanna River below Binghamton.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1970 Price Levels)

Federal	\$16,900,000
Non-Federal	0
Total	<u>\$16,900,000</u>

Funds Allotted to Date (for pre-construction planning)	\$ 214,578
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Last Year Funds Allotted	1951
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REASONS FOR CLASSIFICATION OF INACTIVE: Pre-construction planning was suspended after Fiscal Year 1954 due to budgetary limitations resulting from the Korean conflict. Planning remained suspended due to opposition from local interests and pending review in the Susquehanna River Basin Study. As the study recommendation for water resources development in the Basin did not include Genegantslet

Lake and in view of local opposition, the project was placed in the "inactive" category in 1971.

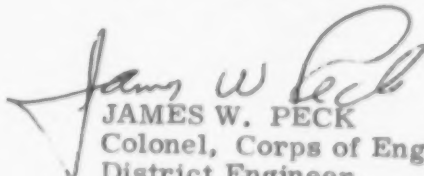
RESULTS OF DEAUTHORIZATION REVIEW. A reformulated project was studied during the Susquehanna River Basin Study (1970) where a reservoir with 34,000 acre-feet of storage for flood control and recreation was considered. The project was not included in the Study's recommended plan as there were more desirable locations for multi-purpose reservoirs and because the project lacked economic justification.

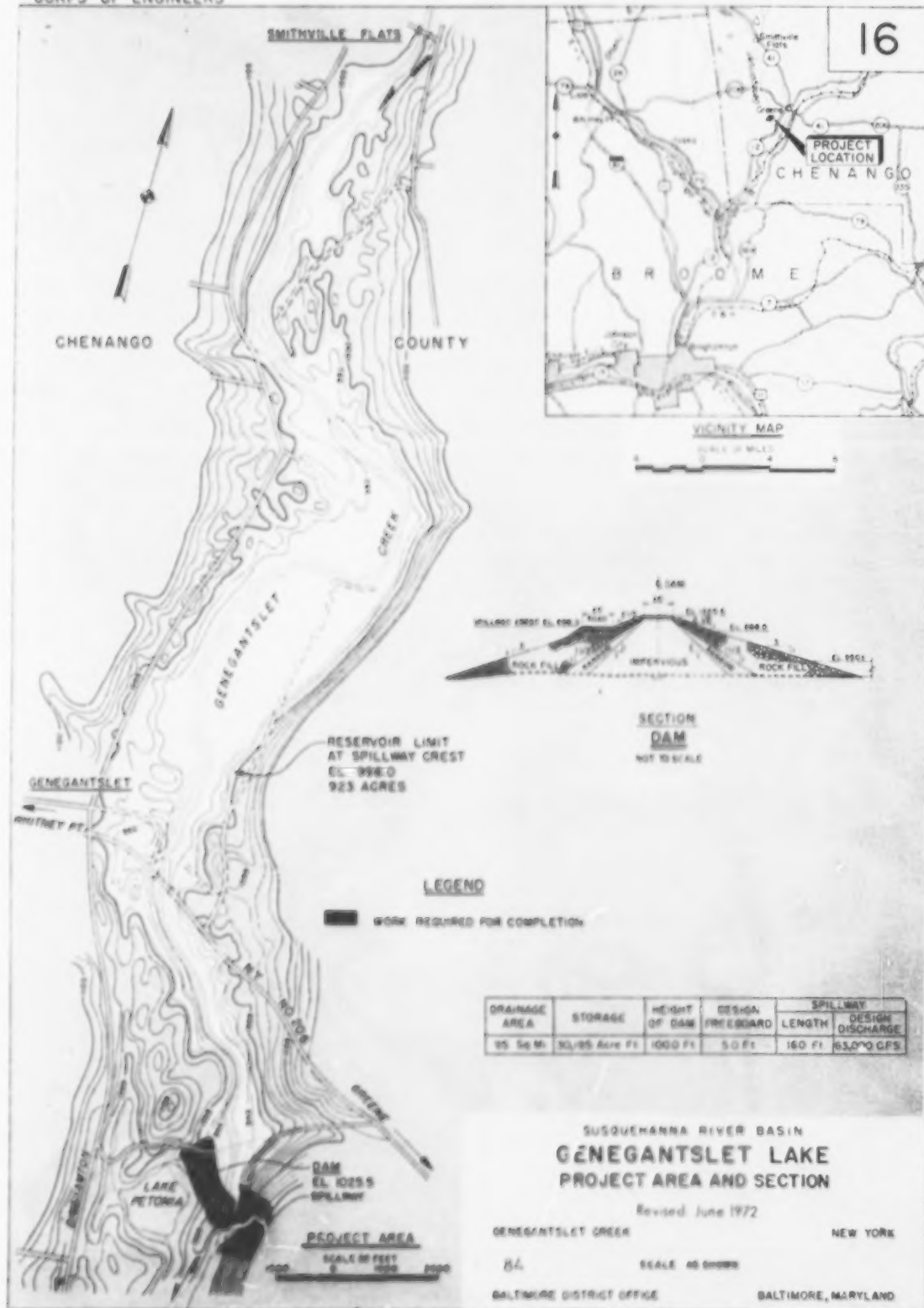
The project was most recently studied in 1977 during the ongoing Susquehanna River Basin Flood Control Review Study. The project had a benefit-cost ratio of 0.5. In response to opposition to the project expressed at public meetings and due to lack of economic justification, further study was not pursued.

Based on the project's apparent lack of economic justification and local support, a preliminary recommendation for deauthorization was coordinated with the State of New York and the Susquehanna River Basin Commission by letters dated 29 March 1979. In addition, a public notice to this effect was distributed. All responses received, including a letter from the State, indicated support for deauthorization of the project.

The Genegantslet Lake project lacks economic justification and it is not likely that further study will yield an economically justified plan. As the project also lacks support from local interests, it is considered appropriate that it be recommended for deauthorization.

1 Incl
as


JAMES W. PECK
Colonel, Corps of Engineers
District Engineer



Division: Ohio River
District: Pittsburgh

I-09320-N

PROJECT INFORMATION SHEET

NAME OF PROJECT: LAKE ERIE AND OHIO RIVER CANAL; PA AND OHIO
(NAVIGATION)

AUTHORIZATION: River and Harbor Act of 1935

LOCATION: In Pennsylvania and Ohio from the Ohio River at Rochester, Pa. to Fairport Harbor on Lake Erie in Ohio.

DESCRIPTION: The project as planned starts on the Ohio River at Rochester, Pennsylvania, follows the Beaver and Mahoning Rivers northward to a summit reservoir and then along the Grand River to a point just east of Painesville, Ohio, from where it proceeds by land cut to Fairport Harbor in Lake Erie. Seven locks with a combined lift of 159 feet would be required on the Beaver-Mahoning River section, and three locks with a total lift of 271 feet would be required on the Grand River between the summit reservoir and Lake Erie. The length of the proposed waterway would be 120 miles (see attached map).

SUMMARIZED FINANCIAL DATA:

Estimated Project Costs (July 1978 price levels as indexed from July 1970)

Federal	\$2,135,000,000
Non Federal	135,000,000
Total	\$2,270,000,000

Construction Funds Allotted to Date 0

Last Year Study Funds Allotted 1967 (Navigation)

REASON FOR CLASSIFICATION OF INACTIVE: In FY 1968, the Appropriations Committees of Congress directed that further planning of the Lake Erie and Ohio River Canal project in Pennsylvania and Ohio should exclude navigation purposes. Continuing studies, therefore, only included a further evaluation of a multi-purpose summit reservoir project. This effort, however, did not receive the necessary endorsements from the State of Ohio and others. Subsequently, the entire Lake Erie and Ohio River Canal project was classified "inactive" in May 1972.

RESULTS OF DEAUTHORIZATION REVIEW: Justification of the project in accordance with present day conditions and criteria appears unlikely because construction costs have risen substantially.

whereas benefits probably have not increased proportionately since the last feasibility study made in 1969. In addition, environmental considerations would weigh heavily against the project, especially since extensive channelization would be required along existing rivers. Further, other modes of transportation in the area are apparently adequate to serve the needs of the industrial complex. Comments received in conjunction with a public notice issued as part of this review overwhelmingly endorse deauthorization of the project and prospects of obtaining local cooperation are not favorable. It should be noted that, in this instance, study of the project (navigation) was terminated at the direction of the Appropriations Committees of Congress, and a resumption of such studies would also require action by the Committees. Accordingly, deauthorization of the project appears in the best interest of the Government at this time.

a. Responses to coordination letters from the Pennsylvania Department of Environmental Resources (PENDER) and the Ohio Department of Natural Resources (ODNR) are attached. These agencies are responsible for the water resource programs of the respective states who would provide the required local assurances. Briefly, PENDER endorses deauthorization and ODNR indicates no apparent local support or opposition to the project over the years and without taking a position on the project, refers to the provisions of Section 12 of P.L. 93-251 as a basis for considering deauthorization.

b. Appropriate Congressional interests informed of this review and their comments have been considered in this action. Their responses and individual responses to the public notice are on file in the District office.



JOSEPH A. YORE
Colonel, Corps of Engineers
District Engineer

3 Incl

1. Project Map
2. Letter from Commonwealth of Pennsylvania
3. Letter from State of Ohio



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Division: Ohio River
District: Huntington

I-71031-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. MANCHESTER, OHIO, LOCAL PROTECTION PROJECT

AUTHORIZATION. Authorized by the Flood Control Act of 1938.

LOCATION. Manchester, Adams County, Ohio. On the right bank of the Ohio River 397 miles below Pittsburgh.

DESCRIPTION. The project features consist of 8,865 feet of earth levee, 4 pump stations, and 3 gate openings. The project would provide protection equal in magnitude to the 1937 flood (maximum of record) with a three-foot freeboard.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1965 Price Levels)

Federal	\$1,330,000
Non-Federal	\$ 377,000
Total	<u>\$1,707,000</u>

Funds Allocated to Date	\$ 24,101
-------------------------	-----------

Last Year Funds Allocated	1964
---------------------------	------

REASONS FOR CLASSIFICATION OF INACTIVE. A Feasibility Study was completed for the project in FY 1965 and a non-favorable report was submitted. The project was again considered as a part of the Corps of Engineers' "Central Ohio Survey." No economically feasible solution could be identified; therefore no further action was taken.

RESULTS OF DEAUTHORIZATION REVIEW.

a. No significant changes have occurred since classification of Inactive except that levels of periodic flooding have been substantially reduced by the upstream system of flood control reservoirs.

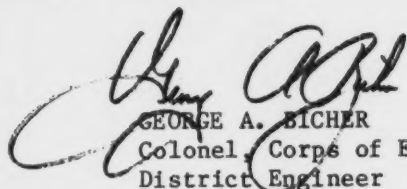
b. Earlier economic analysis indicated a benefit to cost ratio of much less than 1.0 to 1. It is quite apparent that any re-evaluation would not result in a benefit to cost ratio sufficient to justify a project for the town of Manchester.

c. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate federal, state and local interests, requesting comments on the Manchester L.P.P. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be deauthorized.

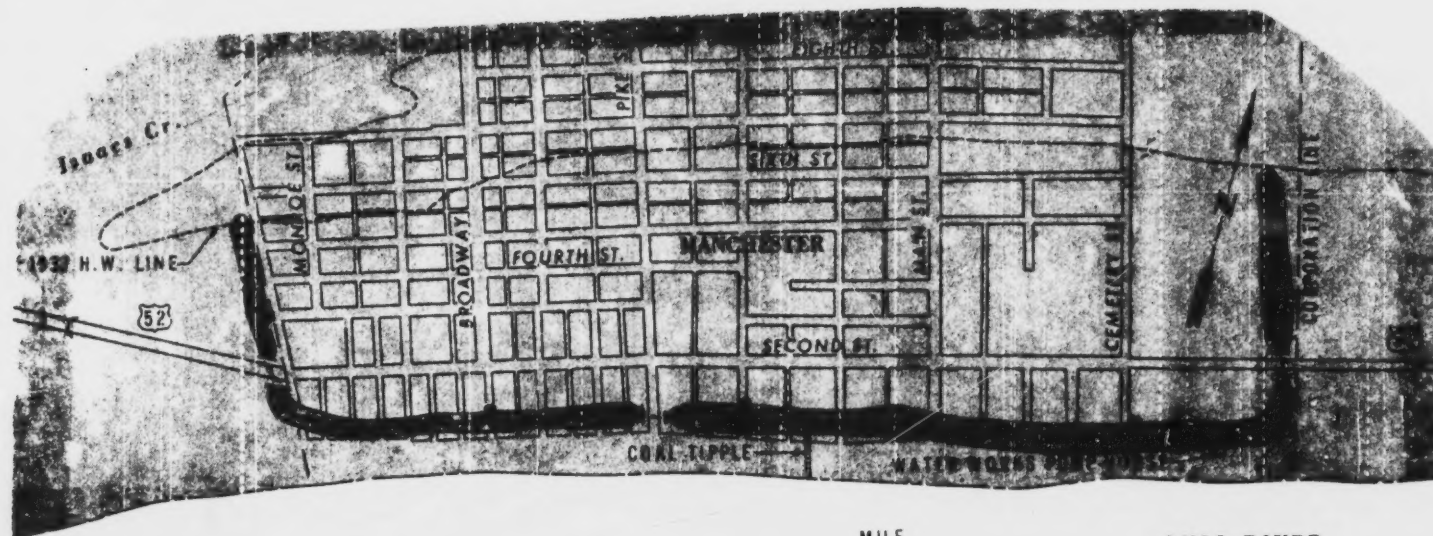
d. The scope of the Manchester Local Protection Project, as formulated, is no longer required, as upstream Ohio Basin flood control projects have significantly reduced flood heights along the Ohio River.

e. Due to the project's limited potential for development and economic infeasibility, it is recommended that the Manchester Local Protection Project be deauthorized.

1 Incl
Project Map



GEORGE A. RICHER
Colonel, Corps of Engineers
District Engineer



MILE
+
397

OHIO RIVER

PLAN



LEGEND

- LEVEE
- PUMP STATION
- GATE OPENING

MANCHESTER, OHIO
LOCAL PROTECTION PROJECT

I-71031-F

Division: Ohio River
District: Huntington

I-71035-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. MIDDLEPORT, OHIO, LOCAL PROTECTION PROJECT.

AUTHORIZATION. Flood Control Act of 1936 as amended by (PL 75-406) and Flood Control Act of 1938 (PL-75-761)

LOCATION. Middleport, Meigs County, Ohio, on the right bank of the Ohio River, 252 miles below Pittsburgh, Pennsylvania.

DESCRIPTION. Reinforced concrete wall, cantilever type; total length 8,100 feet; average height 17 feet, maximum height 20 feet. Appurtenant structures: 6 gate openings, varying in width from 20 to 36 feet; 5 pumping stations, total capacity 108,180 G.P.M. Wall is 3 feet above maximum flood of record (1913).

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1960 Price Levels)

Federal	\$6,260,000
Non-Federal	\$ 490,000
Total	<u>\$6,750,000</u>

Funds Allocated to Date	\$ 9,783
-------------------------	----------

Last Year Funds Allocated	1938
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REASONS FOR CLASSIFICATION OF INACTIVE. The project was reclassified from active to inactive in December 1971 due to economic conditions causing the benefit to cost ratio to decrease below unity.

RESULTS OF DEAUTHORIZATION REVIEW.

a. No significant changes have occurred since classification of Inactive except that levels of periodic flooding have been substantially reduced by the upstream system of flood control reservoirs.

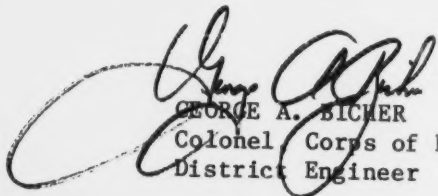
b. Earlier economic analysis indicated a benefit to cost ratio of much less than 1.0 to 1. The project has been reevaluated as part of the Corps of Engineers' "Central Ohio Survey." No economically feasible solution could be identified; therefore, no further action was taken.

c. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate federal, state and local interests, requesting comments on the Middleport L.P.P. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be deauthorized.

d. The scope of the Middleport Local Protection Project, as formulated, is no longer required, as upstream Ohio Basin flood control projects have significantly reduced flood heights along the Ohio River.

e. Due to the project's limited potential for development and economic infeasibility, it is recommended that the Middleport Local Protection Project be deauthorized.

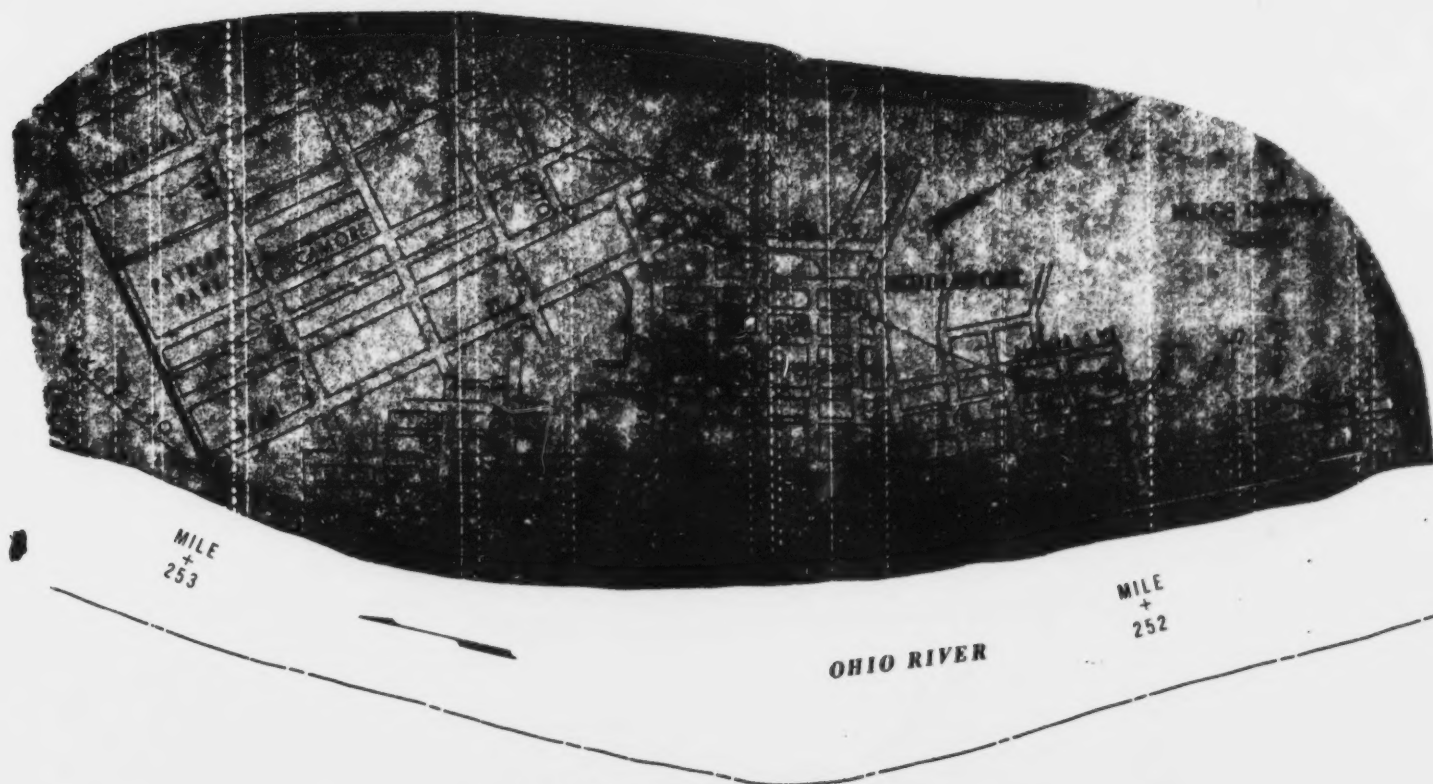
1 Incl
Project Map



GEORGE A. BICHER
Colonel Corps of Engineers
District Engineer

MIDDLEPORT, OHIO
LOCAL PROTECTION PROJECT

I-71035-F



PLAN
400 0 400 800
SCALE IN FEET

LEGEND
CONCRETE WALL
GATE OPENING
PUMP STATION

Division: Ohio River
District: Huntington

I-71137-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. MILLERSBURG LAKE, OHIO

AUTHORIZATION. Authorized by the Flood Control Act of 1938 as a part of the general comprehensive plan for flood control and other purposes in the Ohio River Basin.

LOCATION. The authorized dam site would be located on Killbuck Creek, 26.5 miles above the confluence with the Walhonding River, in Holmes County, with the reservoir area extending into Wayne County, Ohio.

DESCRIPTION: The dam would consist of compacted earth embankment approximately 45 feet above streambed with a 1,950-foot crest length. Drainage area controlled would be 381 square miles.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1964 Price Levels)

Federal

\$12,000,000

Funds Allocated to date

0

REASONS FOR CLASSIFICATION OF INACTIVE. Damages which could be prevented by providing protection to existing and anticipated development clearly would be insufficient to justify the estimated cost.

RESULTS OF DEAUTHORIZATION REVIEW.

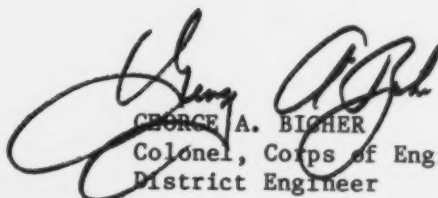
a. Earlier economic analysis indicated a benefit to cost ratio of less than 1.0 to 1. It is quite apparent that any re-evaluation would not result in a benefit to cost ratio sufficient to justify the Millersburg Lake Project.

b. The project was restudied during the course of studies made for the "Muskingum River Basin, Ohio, Interim Feasibility Report for Water Resources Development, dated November 1975." The study indicated that the potential for development of a reservoir project at the authorized Millersburg site on Killbuck Creek was found to be inadequate to warrant more detailed consideration. Storage capacity is limited without affecting much existing development upstream which limits project potential. The State of Ohio also is developing a wildlife area in one of the State's largest wetlands which is located along Killbuck Creek in the lake project area.

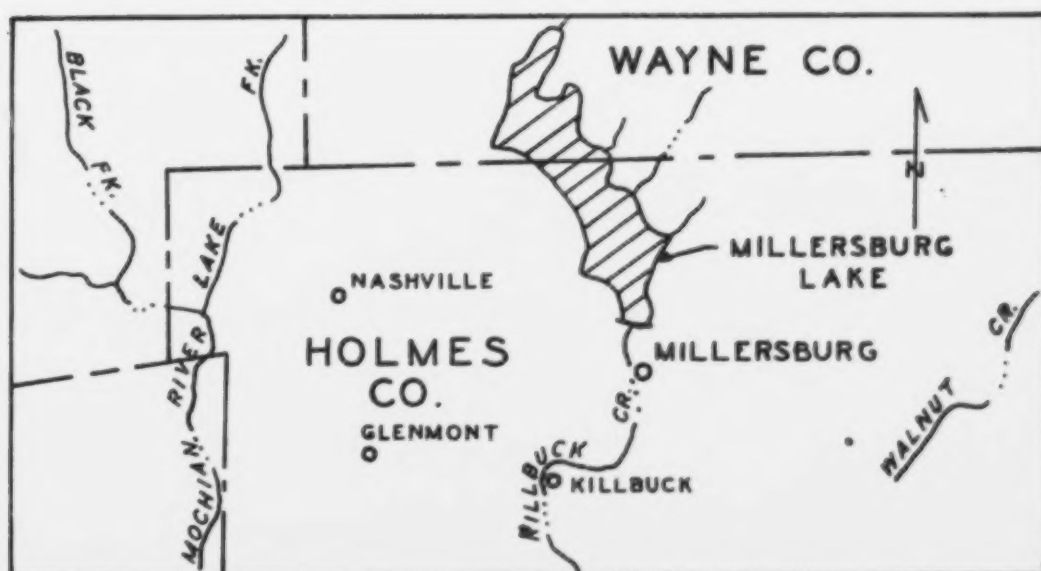
c. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate federal, state and local interests, requesting comments on Millersburg Lake. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be deauthorized.

d. Due to the project's limited potential for development and economic infeasibility, it is recommended that the Millersburg Lake Project be deauthorized.

1 Incl
Project Map



GEORGE A. BICHER
Colonel, Corps of Engineers
District Engineer



LOCALITY SKETCH

SCALE 1: 415,000

Division: North Central
District: Buffalo

I-73932-N

PROJECT INFORMATION SHEET

NAME OF PROJECT. OSWEGO HARBOR, NEW YORK
West Outer Harbor

AUTHORIZATION. 1940 River and Harbor Act (H.D. 96/76/1)

LOCATION. Oswego Harbor is located at the east end of Lake Ontario.

DESCRIPTION. Deepening to 22 feet, a 150-foot wide strip along harbor line in the west outer harbor, west of the Erie-Lackawanna coal dock, as authorized by the 1940 Act.

SUMMARIZED FINANCIAL DATA. Estimated Project Costs - (July 1966 price level)

Federal Cost	\$2,419,000
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Funds Alloted to Date	0
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Last Year Funds Allotted	N/A
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REASONS FOR CLASSIFICATION OF INACTIVE: This project was designed to serve waterborne coal traffic to the power company terminal. This movement has been discontinued. Presently, coal requirements for power are supplied by rail. Officials of the power company have advised that they do not anticipate resumption of waterborne coal receipts in the foreseeable future. Reclassification was made 7 December 1966.

RESULTS OF DEAUTHORIZATION REVIEW. All parties that responded favored deauthorization, because there no longer exists any need for the improvements. Local interests that were contacted by letter and who responded included; St. Lawrence-Eastern Ontario Commission, Central New York State Park and Recreation Commission; Office of New York State Parks and Recreation, and the Port of Oswego Authority.

OSWEGO HARBOR, NEW YORK

I-73932-N

It is recommended the Oswego Harbor-West Outer Harbor be
deauthorized.

1 Incl
Project Map

Daniel D. Ludwig
DANIEL D. LUDWIG
Colonel, Corps of Engineers
District Engineer



Division: Ohio River
District: Huntington

I-71160-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. POCA LAKE, WEST VIRGINIA

AUTHORIZATION. Authorized by the Flood Control Act of 1938.

LOCATION. The authorized dam would be located on the Pocatalico River, a tributary of the Kanawha River, 2.5 miles above the mouth of Pocatalico River, Putnam County, West Virginia.

DESCRIPTION. The dam would consist of concrete gravity, 100 feet high and a crest length of 1,160 feet long. The spillway would be controlled by six 30' x 30' gates in the channel section. The dam would control a drainage area of 345 square miles.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1954 Price Levels)

Total Project Costs	\$21,600,000
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Funds Allocated to Date	0
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REASONS FOR CLASSIFICATION OF INACTIVE. Damages which could be prevented by providing protection to existing and anticipated development clearly would be insufficient to justify the estimated cost.

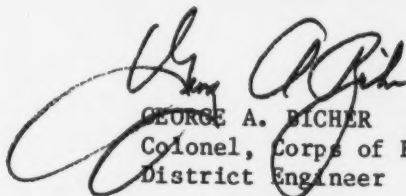
RESULTS OF DEAUTHORIZATION REVIEW.

a. The project was last studied in connection with the "Interim Feasibility Report on Pocatalico River Basin" dated August 1976. The study was authorized as a joint investigation by the Corps of Engineers and the U. S. Department of Agriculture to determine the advisability of developing a joint project in the basin consisting of a major reservoir and upstream watershed improvements. The study concluded that the development of a major reservoir and/or non-structural flood prevention measures in the Pocatalico River Basin, whether singly or in conjunction with a watershed plan, would not be economically feasible. It was recommended that no further consideration be given by the Corps of Engineers to development of water resources in the Pocatalico River Basin at this time. In this regard, it also was concluded that actions should be taken under the provisions of Section 12 of the 1974 Water Resources Development Act to de-authorize the Pocatalico River reservoir project previously authorized by the Flood Control Act of 1938.

b. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate federal, state and local interests, requesting comments on the Poca Lake. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be deauthorized.

c. Due to the project's unfavorable economic feasibility found in the "Interim Feasibility Report on Pocatalico River Basin" and the lack of public interest expressed for the project to remain authorized, deauthorization is recommended.

1 Incl
Project Map



GEORGE A. RICHER
Colonel, Corps of Engineers
District Engineer



Division: North Central
District: Buffalo

I-73935-N

PROJECT INFORMATION SHEET

NAME OF PROJECT. SACKETS HARBOR, NEW YORK

AUTHORIZATION. 1945 River and Harbor Act (H.D. 732/79/2)

LOCATION. Sackets Harbor is located on the south shore of Black River Bay, at the east end of Lake Ontario, about 41 miles north of Oswego Harbor, NY.

DESCRIPTION. The project provides for depths of 12 feet in earth and 13 feet in rock within an L-shaped area; the inner or westerly leg of the L to be 250 feet wide and 600 feet long; the easterly leg to extend from the westerly leg to natural deep water in Black River Bay.

SUMMARIZED FINANCIAL DATA. Estimated Project Costs - (July 1954 price levels)

Federal \$398,000

Funds Alloted to Date 19,010

Last Year Funds Allotted N/A

REASONS FOR CLASSIFICATION OF INACTIVE: Sackets Harbor was authorized as a commercial harbor, but it is now used exclusively as a small-boat harbor. No maintenance work has been needed on the structures or the channel.

RESULTS OF DEAUTHORIZATION REVIEW. Local interests that responded by letter favored deauthorization of Sackets Harbor. The village of Sackets Harbor Board of Trustees feels that work on the uncompleted portion of the harbor is not feasible at this time because of lack of benefit, since there is no interest in the project. The harbor is only used for recreation purposes at the present time. Other interests contacted that favored deauthorization were the St. Lawrence-Eastern Ontario Commission and the Office of New York State Parks and Recreation.

It is recommended that Sackets Harbor be deauthorized.

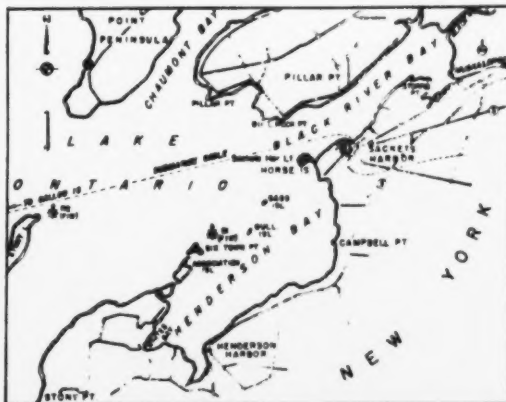
1 Incl
Project Map

Daniel D. Ludwig
DANIEL D. LUDWIG
Colonel, Corps of Engineers
District Engineer

CORPS OF ENGINEERS

U. S. ARMY

29

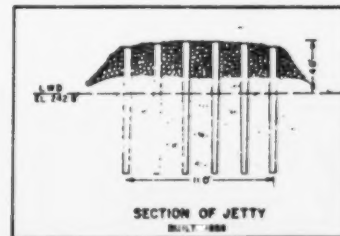


LOCALITY MAP

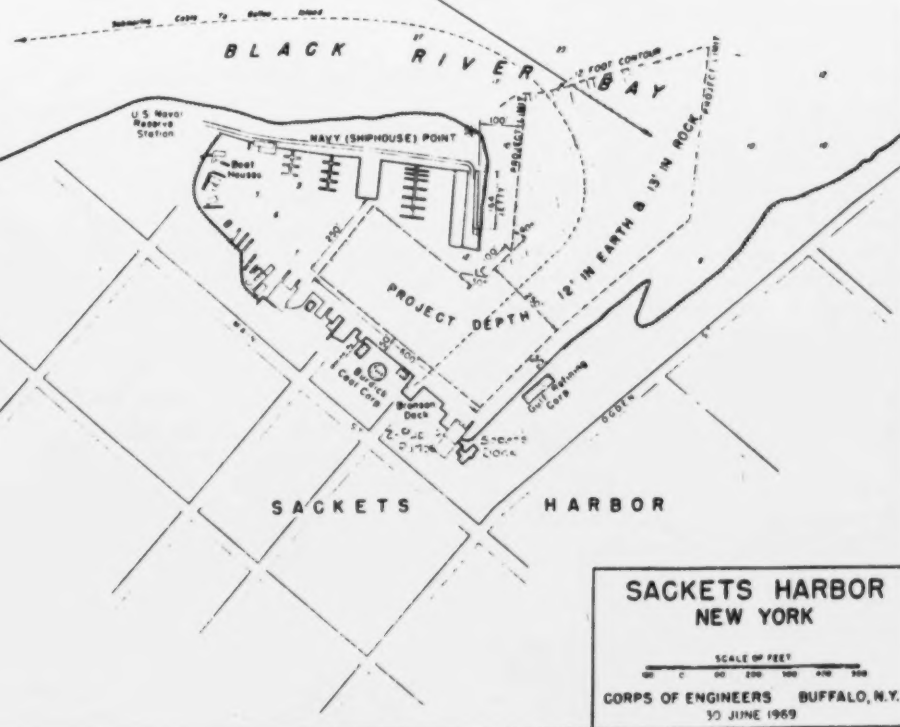
SCALE OF MILES

8-6" MAPS
STANDARD
OF CO
SHARPING
PLOT

Project depths and soundings are referred to low water datum, elevation 242.8 feet above Mean Water Level at Fort Erie, Ontario (1955) (International Great Lakes Datum 1955)



UNDER PREVIOUS PROJECT PORTIONS OF THIS AREA WERE DREDGED TO 12 FEET EXCEPT WHERE PREVENTED BY LEDGE ROCK



Division: North Atlantic
District: Baltimore

D-73536-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. SOUTH PLYMOUTH LAKE, NEW YORK.

AUTHORIZATION. Flood Control Act of 22 December 1944 as a modification of the Flood Control Act of 22 June 1936 as amended by the Flood Control Acts of 28 June 1938 and 18 August 1941. (House Document No. 702, 77th Congress, 2nd session).

LOCATION. The project would be located in Chenango County on Canasawacta Creek about five miles above its confluence with the Chenango River near Norwich, New York. (See attached map).

DESCRIPTION. The project was authorized as a component of the comprehensive flood control plan for protection of communities in southern New York and eastern Pennsylvania. Authorized improvements provide for an earth fill dam 1,000 feet long, rising 125 feet above the streambed, with a gate-controlled outlet in the right abutment and a spillway in the saddle of the left abutment. When filled to the elevation of the spillway crest, the reservoir will have a storage capacity of 18,500 acre-feet (5.9 billion gallons) and will extend about 2.5 miles upstream. (See attached map) The project will control a drainage area of 58 square miles and will reduce flood heights at Binghamton, along the lower Chenango River, and along the Susquehanna River downstream from Binghamton.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1960 Price Levels)

Federal	\$7,570,000
Non-Federal	0
Total	<u>\$7,570,000</u>

Funds Allotted to Date (for pre-construction planning)	\$ 100,036
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Last Year Funds Allotted	1950
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REASONS FOR CLASSIFICATION OF DEFERRED: Pre-construction planning was suspended after Fiscal Year 1954 due to budgetary limitations resulting from the Korean conflict. Planning remained suspended due to opposition from local interests. Subsequent study indicated that the project had little potential for compatibility with

a basin-wide plan for water resources development. In 1965, the project was placed in the "deferred" category pending the results of additional data analysis in the Susquehanna River Basin Study.

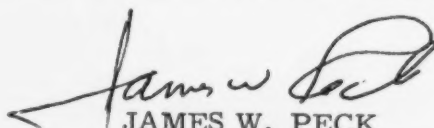
RESULTS OF DEAUTHORIZATION REVIEW. The site was studied again in 1970 under the Susquehanna River Basin Study. A 38,000 acre-foot reservoir for flood control, water supply, and recreation was considered. The project lacked economic justification based on direct benefits, but was favorable when benefits from regional development were included. The project was included in the Study's Early Action Plan which was recommended for implementation prior to 1980 to meet the immediate needs of the Basin.

Preliminary studies made in 1976 during the ongoing Susquehanna River Basin Flood Control Review Study showed that economic justification was lacking as the benefit-cost ratio was 0.3. In addition, public involvement revealed widespread opposition to reservoirs in southern New York.

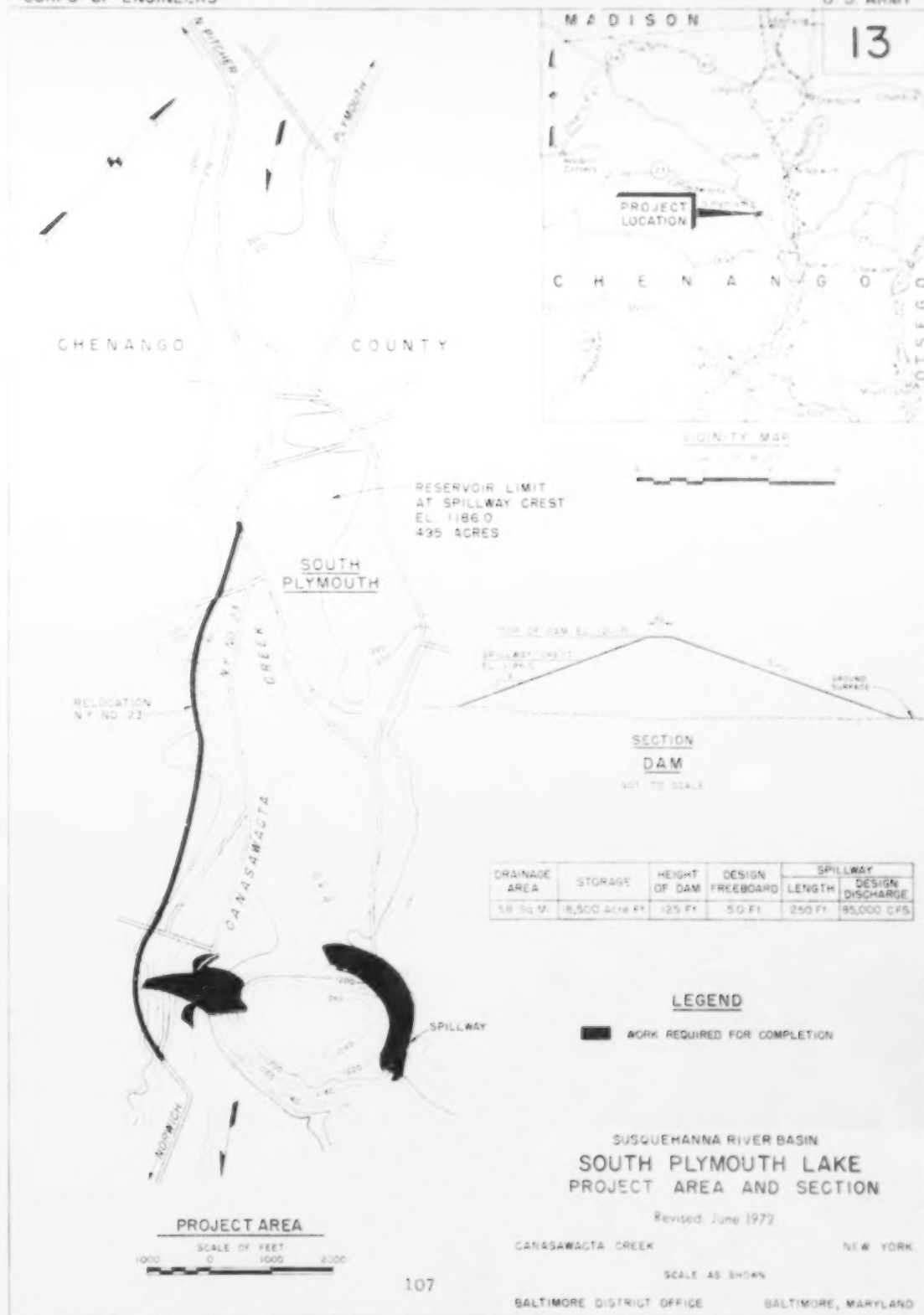
Based on the project's apparent lack of economic justification and local support, a preliminary recommendation for deauthorization was coordinated with the State of New York and the Susquehanna River Basin Commission by letters dated 29 March 1979. In addition, a public notice to this effect was distributed. All responses received, including a letter from the State, indicated support for deauthorization of the project.

The South Plymouth Lake project lacks economic justification and it is not likely that further study will yield an economically justified plan. As local support for the project is also lacking, it is considered appropriate that the project be recommended for deauthorization.

1 Incl
as



JAMES W. PECK
Colonel, Corps of Engineers
District Engineer



PROJECT INFORMATION SHEET

NAME OF PROJECT. WEST ONEONTA LAKE, NEW YORK.

AUTHORIZATION. Flood Control Act of 22 June 1936 as amended by the Flood Control Act of 28 June 1938. (House Document No. 702, 77th Congress, 2nd session).

LOCATION. The project would be located in Otsego County, near West Oneonta, New York, on Otego Creek, a tributary of the Susquehanna River. (See attached map).

DESCRIPTION. The authorized project is a unit of the comprehensive flood control plan for the protection of communities in southern New York and eastern Pennsylvania. The project consists of an earthfill and concrete dam 1,200 feet long, rising 86 feet above the streambed, with a concrete spillway and gate-controlled outlet works in the right abutment. The main embankment would be joined at the left abutment by a low dike, 6,700 feet long. The dam would create an impoundment having a storage capacity of 34,500 acre-feet (11.3 billion gallons) and covering 1,575 acres when filled to the level of the spillway crest. (See attached map). The project would control a 108 square mile drainage area and would reduce flood heights at Binghamton and other places along the Susquehanna River located downstream from Otego Creek.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1960 Price Levels)

Federal	\$11,600,000
Non-Federal	0
Total	\$11,600,000
Funds Allotted to Date (for pre-construction planning)	\$ 189,100
Last Year Funds Allotted	1951

REASONS FOR CLASSIFICATION OF DEFERRED: Pre-construction planning was suspended after Fiscal Year 1954 due to budgetary limitations resulting from the Korean conflict. Planning remained suspended due to opposition from local interests. Subsequent study

indicated that the project had little potential for compatibility with a basin-wide plan for water resources development. In 1965, the project was placed in the "deferred" category pending the results of additional data analysis in the Susquehanna River Basin Study.

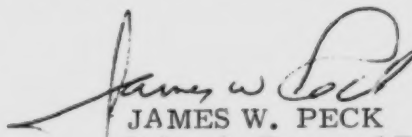
RESULTS OF DEAUTHORIZATION REVIEW. A reformulated project was studied during the Susquehanna River Basin Study in 1970 where a reservoir with 83,000 acre-feet of storage for flood control and recreation was considered. It was determined that the project had little potential for multiple-purpose use, for stimulation of the economy, and for environmental enhancement. It was also determined that the project lacked economic justification. The project was not recommended for inclusion in the plan for water resources development in the Basin.

The site was most recently studied during the ongoing Susquehanna River Basin Flood Control Review Study. Economic studies resulted in a benefit-cost ratio of 0.5. In addition, public involvement revealed widespread opposition to reservoirs in southern New York.

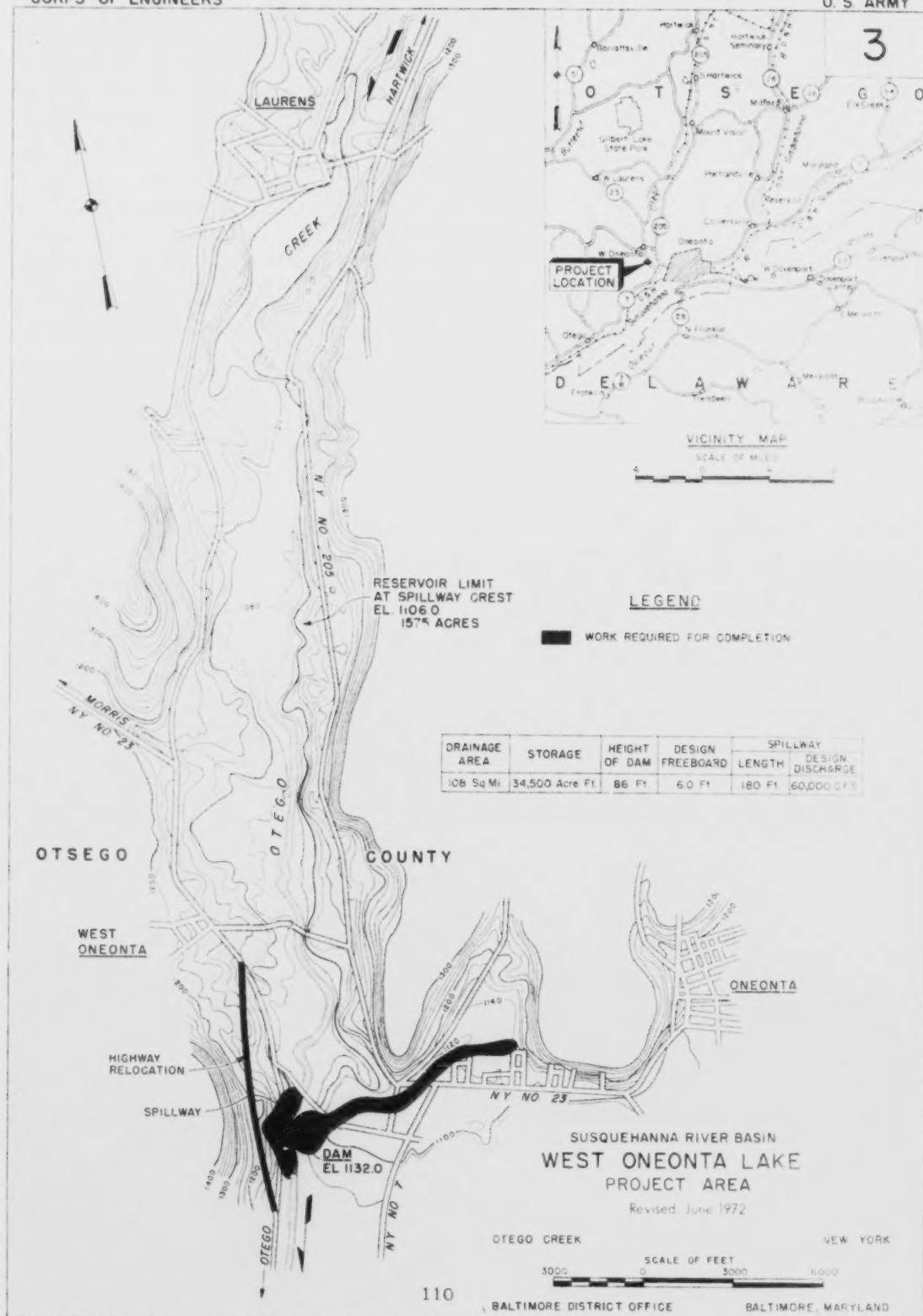
Based on the project's apparent lack of economic justification and local support, a preliminary recommendation for deauthorization was coordinated with the State of New York and the Susquehanna River Basin Commission by letters dated 29 March 1979. In addition, a public notice to this effect was distributed. Of the responses received, only the Town of Kirkwood, New York, was opposed to deauthorization as they felt the project would afford better flood protection to the Town. Those in favor of deauthorization include the State of New York, a State legislator, and various watershed and environmental organizations. The results of coordination reaffirm the general lack of local support for the project.

The West Oneonta Lake project lacks economic justification and it is not likely that further study will yield an economically justified plan. As local support for the project is also lacking, it is considered appropriate that the project be recommended for deauthorization.

1 Incl
as



JAMES W. PECK
Colonel, Corps of Engineers
District Engineer



Division: Ohio River
District: Huntington

I-71051-F

PROJECT INFORMATION SHEET

NAME OF PROJECT. ZANESVILLE, OHIO, LOCAL PROTECTION PROJECT

AUTHORIZATION. Authorized by the Flood Control Act of 1938.

LOCATION. Muskingum County, Southwestern portion of the Muskingum Basin. The Muskingum and Licking Rivers flow through the city.

DESCRIPTION. Earth levees: width 8 feet, length 23,000 feet, average height 14 feet, side slopes 1 on 3; width 20 feet, length 9,300 feet, average height 14 feet, side slope 1 on 3; width 36 feet, length 5500 feet, average height 14 feet, side slopes 1 on 3. Concrete wall: length 4,000 feet; average height 24 feet. Channel alignment; length 6,600 feet.

SUMMARIZED FINANCIAL DATA.

Estimated Project Costs (1954 Price Levels)

Federal	\$ 8,110,000
Non-Federal	13,000,000
Total	<u>\$21,110,000</u>

Funds Allocated to Date

0

REASONS FOR CLASSIFICATION OF INACTIVE. Damages which could be prevented by providing protection to existing and anticipated development clearly would be insufficient to justify the estimated cost.

RESULTS OF DEAUTHORIZATION REVIEW.

a. No significant changes have occurred since classification of Inactive except that levels of periodic flooding have been substantially reduced by the upstream system of flood control reservoirs.

b. Earlier economic analysis indicated a benefit to cost ratio of much less than 1.0 to 1. The project was restudied for the "Muskingum River Basin, Ohio, Interim Feasibility Report for Water Resources Development, dated November 1975." The report recommended that the authorized project be deauthorized because of limited potential for development and economic infeasibility.

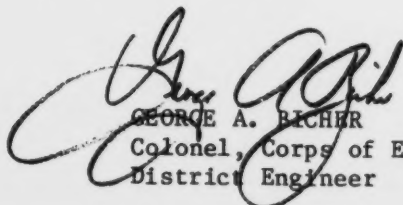
c. On 26 July 1978 a public notice, with attached project information sheet and location map was sent to appropriate

federal, state and local interests, requesting comments on the Zanesville L.P.P. To date, limited response has concurred with our proposed recommendations that the project be deauthorized. There has not been sufficient public interest to either warrant a public meeting or to change the recommendation that the project be deauthorized.

d. The scope of the Zanesville Local Protection Project, as formulated, is no longer required, as upstream Ohio Basin flood control projects have significantly reduced flood heights along the Muskingum and Licking Rivers.

e. Due to the project's limited potential for development and economic infeasibility, it is recommended that the Zanesville Local Protection Project be deauthorized.

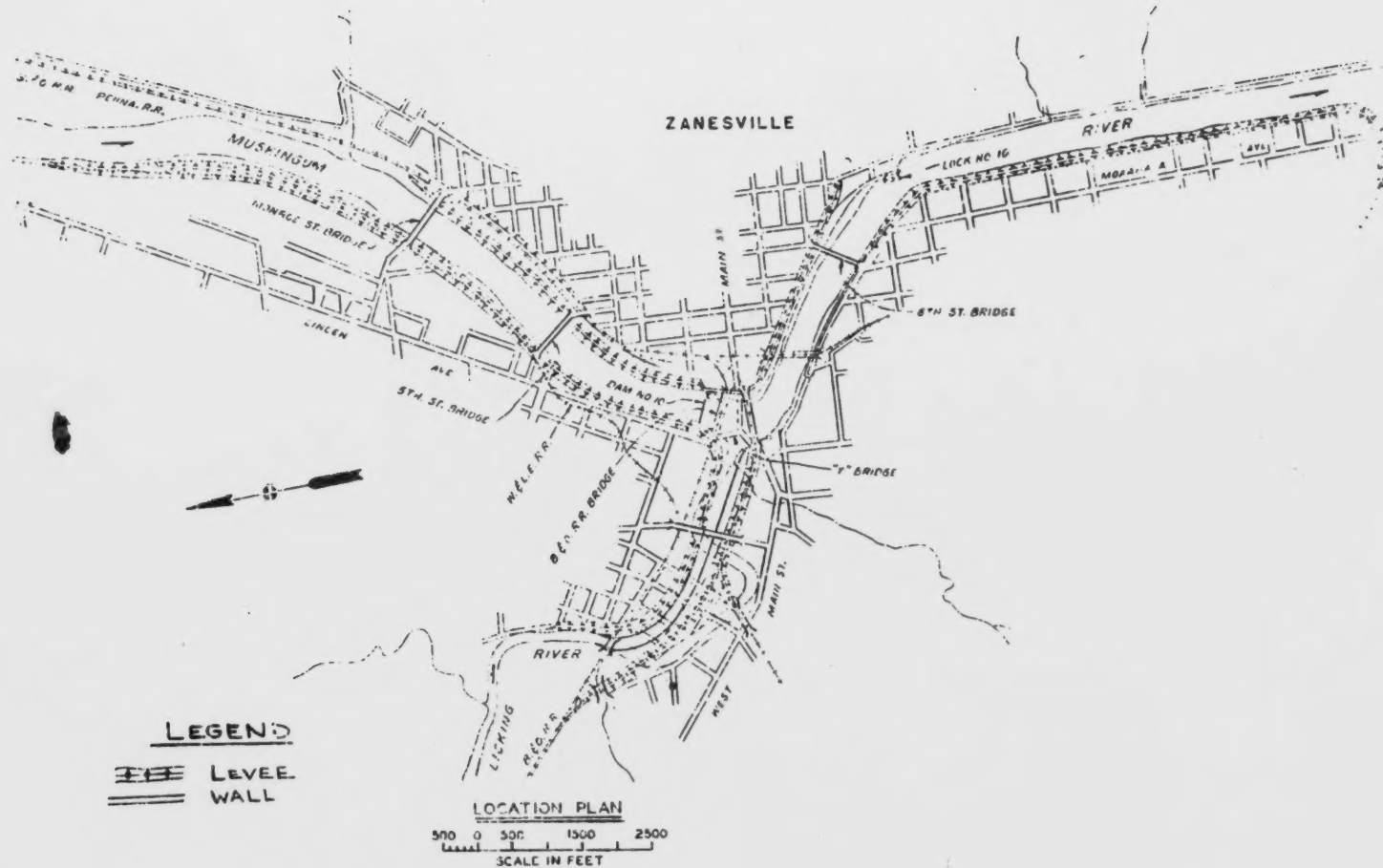
1 Incl
Project Map



GEORGE A. RICHER
Colonel, Corps of Engineers
District Engineer

ZANESVILLE, OHIO
LOCAL PROTECTION PROJECT

I-71051-F



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